

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXX. No. 19.  
WEEKLY.

BALTIMORE, DECEMBER 4, 1896.

\$4.00 A YEAR.  
SINGLE COPIES, 10 CENTS.

## Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE  
Manufacturers' Record Publishing Co.

RICHARD H. EDMONDS, President.

OFFICE: MANUFACTURERS' RECORD BUILDING,  
BALTIMORE.

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NEW ENGLAND OFFICE—John Hancock Building,  
178 Devonshire Street, Boston, Mass.  
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BALTIMORE, DECEMBER 4 1896.

Mr. Geo. H. Gilmer, secretary of the Board of Trade, Lynchburg, Va., in a letter to the Manufacturers' Record, referring to the suggestions made in our last issue by Mr. N. F. Thompson about the need of broad and comprehensive plans for attracting attention to the South, says:

I think Mr. Thompson has the right ideas in the matter as to the development of the South. In Lynchburg we have, as you know, formed an association, the Lynchburg Industrial Association, for this purpose, and already we are beginning to feel the benefits. Several new enterprises have been located, and the association is in correspondence with a number of others, some of which we hope to get. Our association has only been in existence seven months.

What Lynchburg has done other Southern towns and cities can do. Ever since the Lynchburg Industrial Association has been in existence it has been a regular advertiser in the Manufacturers' Record.

Referring to the letters published in the Manufacturers' Record last week, giving reasons why the South should be thankful, the Baltimore Journal of Commerce says:

No section of the Union affords riper opportunities for favorable returns to capital prudently invested than some of the Southern States. The mineral wealth of West Virginia, for example, affords possibilities which not even the most sanguine investor has dared to estimate. The Baltimore Journal of Commerce knows of three separate negotiations in coal properties in that State which have only awaited the election of McKinley to become active investments, involving about \$2,500,000. Doubtless many other projects in that and other Southern States will be making into life.

Not only the South, but the whole country, can unite in a national thanksgiving this week that the Union was saved from the attempts of misguided men to inaugurate a financial policy which might have resulted in the worst panic ever known to the financial world.

What the Journal of Commerce says as to its knowledge about proposed investments in West Virginia only illustrates how many enterprises were held back awaiting the result of the election. It will take some little time to gather up the many strings to these undertakings and carry them forward, but gradually they will be worked into shape to the great profit of the South.

## Why the South is Poor.

The Manufacturers' Record has constantly emphasized the fact that without industrial development the South can never become prosperous; that its farmers are more interested in the growth of manufactures than any other class; that if we would see prosperous farms we must first see prosperous towns and cities, and that these can only come through the growth of manufacturing. Mississippi aptly illustrates the whole case. The Clarion-Ledger, of Jackson, admirably puts the situation as follows:

What Mississippi needs just now above all things is manufactures. Being a strictly agricultural State, we are almost exclusively producers of raw material, which is shipped to other States for conversion into the finished article, thereby giving to capital elsewhere the lion's share of the profit, to labor in other sections employment, and forcing our own people, the producers, to pay the freight both ways. \* \* \*

We send our hard-earned dollars to New York for dry goods, to Massachusetts for shoes, to Pennsylvania for nails, to Maryland for canned goods, to Illinois for meat, to Missouri for flour, to Kentucky for horses, to Tennessee for mules, to Texas for ponies, to California for fruit, to Wisconsin, Indiana or Ohio for wagons, buggies, harness, plows, coffins and a million other things, most of which could be manufactured right in Mississippi for less money, the material entering into their make being here in abundance.

When old Mississippi goes to taking advantage of the wonderful resources with which Providence has endowed her, she will prosper as she ought.

This is a truthful picture not only of Mississippi, but of some other Southern States. It is largely true of the whole South. How can prosperity come to a community that follows such a policy? With resources unequalled elsewhere on earth, with every advantage that nature could heap upon this favored land, we have been too busy talking politics to build factories, too busy raising cotton to raise our own foodstuffs, too busy denouncing the "gold bugs" to seek to become a "gold bug" by becoming prosperous. Not of the whole South can these things be said, but they are true as covering the general line of policy of many communities and of hundreds of thousands of individuals. Let us try the opposite policy for a few years and note the result. Let us diversify our agriculture and raise what we eat; let us can our own fruits and vegetables, make our own furniture, raise our own wheat and grind our own flour, manufacture our own wagons and buggies and spin and weave our own cotton. None of these things are beyond our immediate reach. Later on, and in the natural order of events, will come the more highly-finished product, the steel rails, the costly furniture and the hundreds of other things that naturally follow the lower forms of manufacturing.

The South has seen that prosperity does not come from theoretical politics; that the time wasted in loafing around country stores and discussing political issues without rhyme or reason does not add any wealth to the community, does not furnish employment to a

single laborer, does not open a single avenue of usefulness to any boy or girl, but, on the contrary, is a curse to the individual and a curse to the community. If we will now give four years of work to material advancement as persistent and untiring as we have given to politics there will be no opportunity for such a picture as the Clarion-Ledger has drawn of Mississippi. Four years of such work would revolutionize the whole South, and the traveler who had not seen it during that period would scarcely recognize it at the end of that time. Villages would have grown into bustling towns, towns into cities, farms would give evidence of new prosperity, unpainted houses would have been changed until they added to the beauty of the landscape, giving evidence of refinement and culture instead of being an eyesore as now, thrift would be everywhere in evidence, and man would at last have proved that he had learned rightly to appreciate the blessings without number which nature has lavished upon this favored land. What shall the South's answer be?

Blizzards in the North and spring weather at the South. But what a plucky people the Northerners are to have built up such a mighty civilization in such a climate.—Augusta (Ga.) Chronicle.

All the more credit to them, with some discredit to us, for not having accomplished even more than we have in the development of the South. The South needs to take account of the untiring energy and persistent hustle of the men who have developed "such a mighty civilization" despite the natural disadvantages of the Northwest.

Dispatches from the Northwest tell something of the great blizzard that for three days last week swept over Minnesota and the two Dakotas, resulting in a great loss of live stock and in the death of many people. Drifts on the railroad tracks and in the streets of South Dakota towns are five or six feet deep. On the ranges west of the Missouri the pasturage is covered with snow to such a depth that there is great danger that the flocks of sheep and herds of cattle will starve. The temperature of the ranges is from five to twenty degrees below zero, and in both the Dakotas it is everywhere below the zero mark.

A mail agent of the Great Northern road, whose train was stalled near Devil's Lake, went to a restaurant, got as big a supply of provisions as he could carry and started for his train. His body, lying somewhere beneath the snow, has not been found by those searching for it. A farmer in the same State started from his house for his barn, and, blocked by the storm, wandered off. His body was found two miles from home. Freight and passenger trains were stalled at many points, and everywhere railroad traffic was blocked. Fuel is scarce in many remote districts, and much suffering will be the result. Such events as these are of frequent occurrence in these great

Northwestern Commonwealths. What a contrast to the delightful winters of the South! And who can wonder that people, after one or two such experiences, sell their homes at a sacrifice and seek a more genial climate. To all such sufferers the South sends the warm invitation, "Come and abide with us. Here you will be welcomed cordially, and here, in a climate free from such extremes, you may retrieve your losses, prosper and enjoy life."

## The Inaugural Address of Governor Johnston, of Alabama.

The people of Alabama at the recent State election chose for their governor a business man, Gen. Jos. F. Johnston, long identified with the financial and industrial interests of the State, and the Manufacturers' Record believes that if every Southern State would follow this example—drop the professional politician and elect business men deeply interested in the advancement of material prosperity rather than in how to advance their own political interests—the results would be more than satisfactory.

Governor Johnston was inaugurated December 1, and if his inaugural address and his message to the State legislature can be taken as indicative of his policy, he evidently means to work unceasingly to develop the industrial resources of the State, to attract immigration and to give Alabama a clean business administration. Governor Johnston urges the establishment of a bureau of immigration and gives strong reasons for it. The Manufacturers' Record trusts that the members of the legislature may be wise enough to follow this advice and not only to establish this bureau, but to put it in charge of a man who understands its importance and its possibilities and to supply him with adequate funds.

In the course of his address Governor Johnston said in part:

With an area of but little more than 50,000 square miles, there is no territory of like size in the known world so prolific in the variety of its resources; were a wall erected around our State, cutting off all access, we could produce within our borders everything necessary for the comfort or convenience of man. Great veins of iron ore and seams of coal put at our command almost boundless resources in fuel, iron and steel. Splendid forests of yellow pine here stand ready to build homes for millions of people. Building stone and marble, fire-clay, kaolin and lime exist in great abundance; walnut, maple, oak, cherry, ash and other hardwoods await the hand of man for manufacture or the adornment of our homes.

In the production of pig iron we take rank as the fourth State in the Union; in iron ore, third; in coal we stand fifth; in the production of cotton, fourth, and in its manufacture, fourth.

In lumber we are near the head of the list. It would be unjust should I fail to include in our minerals copper, lead, graphite, marl and gold; indeed, the only mineral that we seem to be without and to want most is silver.

Leaving forest and mine and coming to our fields, we find that they produce generously cotton, corn, wheat, rye, oats, tobacco, rice and the grasses, and here is the home of the pear, the peach, the grape and all small fruits. Vegetables are grown with great success, and this industry is steadily



developing. Our splendid rivers, the Alabama, Coosa, Tallapoosa, Warrior, Cahaba, Bigbee and the Tennessee, are the liquid arteries of the Commonwealth, fed by innumerable creeks, all fruitful in power to convert our raw products into articles of merchandise.

Over 3400 miles of railroads traverse our State from north to south, and east to west, furnishing quick transportation to market for our products.

When we come to our climate we find that the Giver of all good things has not stayed His hand, and that He has blessed us with opportunity to labor twelve months in the year without detriment to health or comfort. Indeed, we can scarcely appreciate the blessings we enjoy in this respect when compared with less favored regions, for even now we are seemingly unconscious that roses are blooming in our gardens and the fragrant air is sweet with their perfume.

The Piedmont region of our State shows that its average thermometer in summer and winter corresponds almost exactly with that of Berlin and Hamburg, whilst Mobile and the lower part of the State corresponds largely with the climate of Frankfort-on-the-Main and Karlsruhe. The average temperature for the whole State shows about forty degrees Fahrenheit for January, seventy-five for July and sixty degrees for April and October.

Our streams abound in fish, our woods are fragrant with flowers, and our beautiful seaport supplies an abundance of fish and oysters for all our people. Nowhere in all the republic can more prolific response be had from the soil to the intelligent cultivation of man. Nowhere can purer water, a more genial climate or sunnier skies be found to bless contented homes.

These are our opportunities, these the substantial ground upon which a great Commonwealth can be erected.

It is our duty and our privilege to utilize these blessings.

This is the age of industrial development, and to that task the legislator and citizen should bend their energies and weary not in well doing. When we consider that we are now cultivating and utilizing less than one-third of these resources, and that the other two-thirds produce taxes only, it behooves us to invite to our borders and give generous welcome to men and money to aid in awakening these dormant resources.

Our pig iron should be melted and our cotton spun and woven at home, thus giving greater employment to labor and establishing home markets for our agricultural products.

The smoke of our factories should be found rising in every county, and our furnaces, like pillars of fire, should light the night.

The production of grasses and the raising of cattle should be stimulated until we become one of the great beef-raising States of the Union.

There seems to be no good reason why our productive lands should not become a great centre for the manufacture of beet sugar, and by its exportation to sister States add further store to our increasing income. Canning establishments should utilize fruits and vegetables that now too often rot on our farms.

Behind these splendid resources we have a patriotic and hospitable people, equal laws and an incorruptible judiciary, securing to those who may come amongst us generous welcome and ample protection to life, liberty and property. Were these facts made known to the people of the North and West, where a trying climate and a dense population are constantly multiplying the difficulties in the struggle for existence, I am persuaded that the course of empire would be diverted to the South and that many of us here present would live to see our State as great in population, enterprise and wealth as she is now in resources.

We have nothing to ask of the federal government except equal laws, and, perhaps, the perfection of a system of coast defenses that in case of sudden war would enable our citizen soldiers to defend this fair land from invasion and maintain the national honor. Considering the gallantry of our brethren, who in obedience to the call of duty were prodigal in deeds of valor in the war between the States, no one could doubt that should occasion arise even more splendid achievements would adorn the defence of home and national integrity by the men of this generation.

We must also bear in mind that as our State progresses in population, wealth and development, we can devote larger and larger sums to the education of our children, the reformation of our criminal classes and the enlightened progress of our people, until our Commonwealth shall stand at the very head of the list of States, not only on the roll-call, but in all that commands the admiration and affection of the good and the wise.

Within a generation we have restored the waste places, more than doubled our productions, built cities, opened mines, erected furnaces and factories, established our credit and largely increased our appropriations for free schools. This great work has been accomplished almost wholly by Southern men and Southern women. We have been the pioneers of our own development; on the great industrial fields we have met our brethren of the North and compelled recognition as competitors worthy of their steel. The manufacture of cotton is steadily drawing around the fields where it is grown. In iron we have not only invaded territory heretofore possessed by our friends in Pennsylvania and Ohio, and entrenched ourselves there for permanent occupation, but are now shipping our product to Great Britain and Italy, Germany and Spain, and underselling in their home markets those who have had the trade of the world for generations at their command.

Having accomplished such results as this ourselves, we have the right to expect that as sectional prejudice disappears before the rising light of a broader patriotism our progress shall be still greater in the future.

Here on this spot, hallowed to us by so many sacred memories; here where a young nation was born amid the thunder of hostile artillery, baptized in the blood of its noblest sons and then maintained the unequal struggle for sovereignty for four bloody years—what more appropriate place than this for us to dedicate ourselves once more to the preservation and maintenance of the Union, whose declaration was framed, whose armies were led and whose highest court has been illuminated by Southern men?

Holding in our hearts an unforgetful memory of the splendid achievements of our revolutionary fathers and the glorious deeds of our Confederate brethren, deeds that immortalized Southern valor and glorified American manhood, we would show to our brethren of other States that our people are as noble in peace as they were heroic in war, and that in the fields of education, morality, religion and industrial development we shall make a more splendid record than our brethren did on fields of blood.

With a profound gratitude to the God of our fathers that our lots have been cast in this sunny land, let us beseech Him to send warmth and vitality and enduring growth into every field of endeavor, that will make us strong to accomplish the things that make a State loved at home and revered abroad.

#### Another Grain Elevator at Galveston.

Announcement has been made of another grain elevator that will be built at Galveston, Texas, for handling grain at that port. This plant will be erected by the Texas Star Flour Mills, which has already an elevator of 400,000 bushels capacity. The new plant will have a capacity of 300,000 bushels, and Mr. John Reynershoffer, president of the company, states that arrangements will be made immediately for the awarding of contracts for the construction of the buildings and the installation of the machinery. This plant, together with the new 700,000-bushel elevator of the Galveston Wharf Co., for which plans have just been accepted, will give the Texas port a total capacity of 2,400,000 bushels.

The E. & B. Holmes Machinery Co., manufacturer of woodworking machinery, Buffalo, N. Y., in a letter to the Manufacturers' Record, says:

"We wish to congratulate you on the election of the Hon. William McKinley, and also on the fine work which your paper has done to bring about this good result.

"We thought that you would be interested to know that since election business has taken a wonderful change for the better. Many small orders have floated in on us, and we were greatly surprised last week to land a very large order, which would not have been placed had the election gone for 50-cent dollars.

"Hoping that the tidal wave of prosperity has already reached you," etc.

At the annual meeting of the Clarksville (Tenn.) Business League, Wesley Drane was elected president; Gracey Childers, vice-president; J. R. Wilson, Jr., secretary, and R. W. Roche, treasurer.

#### Reasons for Thanksgiving.

Since our last issue, in which many letters were published giving reasons why the South should be thankful, several additional letters have been received. They will be found to be of much interest:

#### SOME STRIKING REASONS FOR UNIVERSAL THANKSGIVING.

Hugh R. Garden, Counsellor-at-Law.

New York, N. Y., November 23.

You ask me why the people of the United States, and especially Southerners, should be thankful at this approaching feast of the harvest.

Every man may well look backward on this annual Thanksgiving Day, and it is his duty at the same time to look forward.

I think we should be thankful—

First, and above all, because this year has seen the foundation laid for as near an approach to peace on earth as human nature will ever permit, for the English-speaking nations will combine to that end. The United States and Great Britain will speak with no uncertain sound on this subject, and the other nations will listen and obey. To those of us who saw and felt and yet survive the horrors of thirty-five years ago, no thought can be more sublime, and if Washington were alive today he would declare its importance to us to be second only to our independence, and its value to the world second only to the new civilization which was begun twenty centuries ago.

Ever since the South gave up everything except honor at Appomattox, I have hoped that the day would come when the English-speaking nations would combine to preserve peace, first, amongst themselves, and then throughout the world; but the occasion and the man were wanting. Today they are here, and the work is done.

Second only to the above is the thought that we have been saved from the action which would have arrayed the so-called masses against the so-called classes, and the desolation which would have followed. Could anything be more fearful to the South than a return of the struggle of 1865-75? for "races," with us, are synonymous with "classes and masses." That danger was at our doors, and has been averted.

Third, perhaps, in national importance, but first in personal interest to every Southerner, is the fact that the financial abuses which have so long prevailed have not been augmented by another and a greater, namely, a debased and uncertain currency like that which overthrew the South during the civil war, and from the effects of which she has not yet recovered. No people in the world ever suffered more from a variable and depreciated money than the South, but history will not now repeat itself.

Fourth, the commercial and social intercourse between nineteen Atlantic and Gulf States of this Union has been practically uninterrupted for more than 200 years. This intercourse has become closer with the vast increase of our means of communication. The ocean highway and its tributaries combine with the railway, telephone and telegraph to overcome time and space and strengthen a community of interest among these Southern and Eastern States, one with another and each with all. The South gains most by this community of interest, for it is growing, and the others contribute to its growth. Thoughtless advisors have sought to sever or impair these interests, and have failed. For the sake of all, but especially the South, let us be thankful.

HUGH R. GARDEN.

PROSPECT NEVER BETTER.

Acme Filter Co.

St. Louis, Mo., November 21.

We are pleased to advise that our business is good, is improving, and the prospects were seemingly never brighter.

ACME FILTER CO.

SOME THINGS FOR WHICH TO BE THANKFUL.

Hull & Tobin, Cotton Factors.

Augusta, Ga., November 21.

Heresies have always existed, but the most dangerous heresy of modern times was, in my opinion, that of the proposed unlimited coinage of silver and issue of fiat paper money by this government.

That such a barrier to our material progress and prosperity and our standing as a nation should have been promptly and decisively put down at the very first opportunity is cause for additional thanksgiving at this time. Not only as a citizen of this great country do I rejoice at the action of the American people—in whose wisdom I had an abiding faith from the moment the issue was made—but particularly as a Southerner am I thankful, because the vote in the Southern States was such as to place our people in our true light on this subject, and to contradict the predictions and assertions of the silver politicians.

Thousands of patriots in each Southern State, realizing that the issue was not democracy against republicanism, but a sound currency against an unsound currency, and the dishonor and loss that the latter term implied, threw party ties aside for the first time in their lives; and from a close observation I feel confident that should the issue arise again the South will cast 100 votes against it where she did one in the last election. This section, therefore, can confidently hope for a continuance of the flow of capital which was finding its way into many fields of profitable investment here when suddenly stopped by the vicious policy alluded to; indeed, it has already begun to turn this way again, one instance of particular note being the offer, through agents here, to loan \$500,000 on real estate in this city.

P. B. TOBIN.

SOME IMPORTANT ENTERPRISES AT BIRMINGHAM TAKING SHAPE.

Elyton Company.

Birmingham, Ala., November 23.

Replying to your letter of November 16, I feel constrained to preface this letter with the statement that, in my opinion, one of the chief reasons why the South should be thankful just at this particular time is the fact that such publications as the Manufacturers' Record, together with a large majority of the press of the South, stood out boldly in opposition to the opinions of an apparent majority of Southern voters in advocacy of sound money and the application of safe business principles in the administration of the affairs of government.

Although the electoral vote of nearly all the Southern States was given to the cause of "free silver," the very fact that so great a proportion of the influential press of the South, representing, as it unquestionably did, the true sentiment of the business interests of this section, was arrayed on the side of conservatism and safety, in the light of past experience will, in my judgment, tend to minimize in a great degree the effect of the impression probably created in the minds of those from whom we must expect assistance in the development of our resources, that the South as a section is opposed to a conservative and safe financial system, or in favor of repudiation.

Birmingham has special reason to be thankful in the fact that several large investments, which were almost accomplished only a short while before the election, but which were postponed on account of the agitation of the financial question, will now undoubtedly be made in the near future. Among these were a steel mill, with a paid-up capital of \$1,000,000, and a cotton factory, with a



paid-up capital of \$550,000. The stock of these two enterprises had already been fully subscribed when it became apparent that there was a possibility of the success of the "free-silver" idea, and both enterprises were abandoned pending the election. Now, since the disturbing financial question has been settled, at least for four years, negotiations have been resumed, and there appears to be no doubt that these and many smaller enterprises will be successfully inaugurated very soon.

As a first result of the victory for sound money, the banks have received largely-augmented deposits of money that had been held out of circulation, and are now pursuing a liberal policy in the matter of loans and discounts, whereas before the election they were lending out nothing, but, on the contrary, were calling in loans. There is abundant evidence of increased activity in all lines of business.

No longer than two years ago there were, perhaps, hundreds of vacant houses in nearly all parts of the city, but even under the depressed conditions which prevailed all over the country, Birmingham has since a year and one-half been steadily approaching the point where the supply of residences must be largely increased in order to meet the growing demands of a constantly-increasing population. That point was reached several months ago, but while capitalists saw and admitted this fact, they were afraid to make investments in the face of the possible disastrous consequences that might follow the success of the advocates of "cheap money." Now, however, there is a very noticeable change. The sales of real estate since the election have been greater than during the four months prior to that date. Handsome residences are being planned and erected in many sections of the city, and there is a rapidly-increasing demand for building lots. Large manufacturing concerns are working on increased time, and with larger forces of men.

While there are those here who profess a failure to see these manifest evidences of returning prosperity, they are invariably of that class of persons who have preached the doctrine that nothing short of "16 to 1" would ever supply a remedy for the depression and stagnation that resulted in reality from the financial uncertainty brought about by their own agitation.

J. K. McDONALD, Prest.  
ENOUGH FOR WHICH TO BE THANKFUL.

The Arminius Chemical Co.,  
Miner of Sulphur and Copper Ores.  
Mineral City, Va., November 26.

I was very sorry not to have gotten into your admirable Thanksgiving number, for it is an honor to be in so good company, as well as a sharer in the brilliant ideas which you are constantly putting forth to make memorable numbers of your paper.

We have every reason to be thankful for the good things sent to Arminius during the past season, as it has been an exceptional year with us, and we promise to end the season with the best record we have ever had with one year excepted.

While our shipments are at present at the rate of eighteen to twenty carloads daily, and we have every reason to expect additional orders very soon, we are specially thankful for the greatest period of perfect weather for outdoor work ever granted to us in the fourteen years since I opened these mines. From the first of May to this date we have been putting in a reservoir which will hold 1000 tons of water, say, 275,000 gallons average capacity, and there has been no cessation of work on account of rains. We have added to the terminal facilities of our own railway, and some day I would like to send you a series of photos of the

place, to make you sorry you have never paid us a visit.

We are gradually preparing all our work for the inauguration of open-cut work next season, having before us, for the stripping of our present mine (No. 3 shaft, etc.) over 1,000,000 yards of material. Nearly one-half of this quantity will be ores, and the balance made up of ballast, which we shall make use of for road-making purposes and sell to the railways and waste dirt.

To sum up all we are thankful for, we have kept our force of hands regularly employed without a break; we are now working the largest force we have ever had on steady orders; we have added in many ways to the efficiency of our plant; are building several new buildings; have completed reservoir facilities, which will enable us to double our output and take all the excavated material from removal of the enormous overburden, through a mechanical process for extraction of the ore and removal of wastes down stream.

W. H. ADAMS, General Manager.

#### MOBILE'S PROPERTY INCREASING.

The Commercial Club.

Mobile, Ala., November 23.

Our people are very much encouraged at the outlook. New enterprises are starting up, capitalists are coming among us rapidly. The Kansas City Railroad will commence in dead earnest this week, and will be pushed as fast as possible to completion.

W. T. WEST, Secy.

#### BUSINESS STEADILY IMPROVING.

Wm. Cameron & Co., Lumber.

Waco, Texas, November 23.

The present business outlook in this section is much better than for the past six months. While free silver carried in this State, the advocates of free silver are disposed to accept the election cheerfully, and go ahead with their business in the faith that the country will now recover from its depression. Trade is improving. Improvements are contemplated, some railroad building talked of, and, taken all in all, there is better feeling than for the past two years. There has been no great increase in the bulk of business, but a steady growth for the past month, which seems to promise that things will grow better and better until we can reach a fair measure of prosperity.

WM. CAMERON & CO.

#### Marked Developments at Galveston.

Galveston, Texas, November 16.

Editor *Manufacturers' Record*:

Galveston very perceptibly feels the effect of the electric bath which the commerce of the country received on November 3. Within three days after the election local banks observed a considerable amount of gold in merchants' deposits, and it was traced directly to the stockings of the masses, whence it came forth freely upon the positive announcement of McKinley's majority in the Electoral College.

Since the election the Galveston Wharf Co. has contracted for another grain elevator of 700,000 bushels capacity, and the Texas Star Flour Mills has contracted to enlarge its present elevator to a like capacity, its capacity now being 400,000 bushels. The Gulf, Colorado & Santa Fe Railroad has begun work on a handsome new passenger depot and office building here, is preparing plans for like buildings at Dallas, Fort Worth and Temple, has purchased a large amount of new steel rails, and altogether will spend something like \$1,500,000 in betterments during the next twelve months.

No city upon the continent presents such inviting conditions for development as Galveston. It has become a deep-water port within the past few months, now ranking with the first ports in America, and its business has already grown

to such proportions as demand the foregoing improvements, while preparations are making for expansion in all respects of her terminal facilities. That this expansion is not speculative is shown by a larger percentage than ever of cotton receipts, by several hundred per cent. increase in imports and by the development of a grain business which has already outgrown present elevator facilities. The following comparative table shows what is being done in shipping:

#### GALVESTON STEAMSHIP ARRIVALS.

From September 1 to November 14, each season:

1891—	85 steamers,	122,796 tons register.
1892—	88 steamers,	136,551 tons register.
1893—	73 steamers,	110,682 tons register.
1894—	94 steamers,	152,151 tons register.
1895—	67 steamers,	110,044 tons register.
1896—	120 steamers,	215,351 tons register.

#### GALVESTON STEAMSHIP CLEARANCES.

From September 1 to November 14, each season:

1891—	64 steamers,	92,689 tons,	314,629 bales cotton.
1892—	61 steamers,	92,631 tons,	304,866 bales cotton.
1893—	57 steamers,	84,921 tons,	265,339 bales cotton.
1894—	70 steamers,	114,076 tons,	428,522 bales cotton.
1895—	43 steamers,	68,064 tons,	212,631 bales cotton.
1896—	104 steamers,	184,675 tons,	509,065 bales cotton.

#### AVERAGE SIZE OF STEAMSHIPS.

1891-92—	1413 tons net register.
1892-93—	1492 tons net register.
1893-94—	1534 tons net register.
1894-95—	1590 tons net register.
1895-96—	1681 tons net register.
1896-97—	To date, 1775 tons net register.

The North German Lloyd and the Hamburg-American Packet Companies now ply regularly to this port, and it is an open secret that the Southern Pacific Railway will soon direct its transcontinental freight through this port by sending its Morgan Line steamers here in order to save 300 miles of rail haul from New Orleans. No sooner were the Lloyd's and Hamburg packet lines established to this port than a considerable immigrant business began to develop, and each ship arriving since that time has brought from 100 to 150 immigrants. The railroads have satisfactorily adjusted some differences that arose concerning the rates upon this business, and its continuance is, therefore, assured.

The country adjacent to Galveston, known as "the Texas coast country," is developing as rapidly as its most hopeful friends could wish. Within the month more than 200 families have moved in from North Texas, and a half-dozen or more colonization enterprises are under way for locating Northern farmers in this semi-tropical fruit belt, where snow is never known, and where perpetual crops are grown. The new Gulf & Interstate Railroad between this city and Beaumont opens up another magnificent stretch of these lands, which has not yet felt the appreciation of prices, and which must, consequently, prove rarely attractive to settlers.

The immediate need of Galveston, in a commercial way, is the development of imports, and I believe there is no better opportunity in the United States than right here in the opening of import houses. With regular steamship lines, the success of the business is assured. The field is ripe for men of experience, and they who come early will reap a rich harvest.

CLARENCE OUSLEY,

Editor Tribune.

If you want to reach the possible land buyers and investors in the North and West who are thinking of locating in the South, advertise in the *Southern States* magazine, published by the *Manufacturers' Record* Publishing Co., Baltimore, Md.

#### Industrial News from Birmingham.

[Special Cor. *Manufacturers' Record*.]

Birmingham, Ala., November 30.

From a very fair business in iron during the first half of the month there has been a gradual decrease, until the market is now reported as very quiet. In fact, it is bordering on dullness. There is no life—no snap to it. The orders that come are as a matter of course, and from buyers whose use of certain grades and makes is continued because of the satisfaction they give. The aggregate of orders from domestic sources is small, and the individual orders are without significance. But small as is the trade, there is nothing in the naming of prices to indicate any fears upon the part of sellers that any decline is expected. Nor does their conversation foreshadow any such turn. If you want iron you must pay prices sellers ask, for they will accept only the figures they make. The export trade, while not active, is not devoid of interest, and trades were concluded the past week for 1500 tons. One foreign shipment of 2000 tons was made the past week. A year ago this would have excited considerable comment. But it has become a common thing now, as it rarely happens that a week passes by without foreign shipments. These sales are made c. a. f., and the terms are a "terra incognita" from which all correspondents and the public generally are debarred. It is given out, though, that they favorably compare with the prices obtained in the domestic market. Shipments on maturing deliveries still continue as heretofore reported, and absorb all the cars offered while crying for more. You can begin to hear some complaints of a halting in the improvement promised with the success of sound money in the late election, but they come mostly from those who by their dispositions are forced to live either in the garret or in the cellar. When things are on a prosperous basis with them they roost high. When things are slow with them they wallow in the slough of despond down in the cellar. There is no middle ground of mental or business equipoise for such dispositions, and impulse, rather than cool calculation, influences their action. The movement of freight by the railroads is generally accepted as a fair business barometer of the situation. With this as a guide, it is only necessary to point to the fact that although every important line of railway out of here has very appreciably increased its capacity for moving transportation offering, their facilities are yet less than the demands upon them. This is notably the case with the Louisville & Nashville Railroad, which is the prime factor here among the railroads, and which has increased most its freight facilities.

Among the minor industries there is some restlessness because of the lack of new business offering to succeed the limited work now being completed. Before they feel the full benefit of improvement there must occur the launching of large enterprises that have been suspended, but are now being reconsidered. It is gratifying to state that one of the most important of these to Birmingham has served unofficial notice that it will in a time measured by days complete arrangements to break ground for the print mill. This is the mill about which so much was written last spring, and whose erection was suspended on account of the uncertainty of the financial outlook. One of the Messrs. Trainors was here last week, and announced their readiness to go ahead if the Birmingham end was in the same humor. Receiving satisfactory assurances, he left, to return shortly to complete necessary preliminaries. This mill will break ground for other en-



terprises. Involving the expenditure of hundreds of thousands of dollars, it will encourage the investment of their thousands by others and give courage and confidence to those whose judgment is clouded by their fears. And it will be a great encouragement to those industries already founded and confirm the judgment that decided their location.

There is not much to say about coal. The trade has been very unsatisfactory except in a few cases where periodical contracts were of sufficient magnitude to keep force employed without accumulating stocks. The weather has been dead against the coal operator, and we will go into December with large and small markets already supplied with fair stocks. Pittsburg has taken time by the forelock and anchored her barge fleets in the main harbors of refuge to await a market. A sudden and severe change in the weather may indicate that the Texas costume of a broad-brimmed hat and a turkey-tail fan will need more heat for comfort than is derived from the sun—"the poor man's fire"—and it can be supplemented better by "black diamonds" than any other ornament.

J. M. K.

#### A Texas Irrigation Enterprise.

According to a report from Wichita Falls, Texas, the scheme to irrigate the section of the country adjacent to that place is about to be carried out. It is stated that plans have been completed for the enterprise, and that New York people have taken an interest in it also. The water will be drawn from the undercurrent of the Big Wichita river, which stream will be closed with a 50-foot dam at a point about thirty-six miles above Wichita Falls. This will back the water up in a reservoir about thirty miles in length and two miles in width, which will contain enough to supply 360,000 acres.

The divide on either side of the river, while maintaining a uniform altitude above the stream level, slopes ninety-three feet within a distance of thirty miles, which fall is sufficient for the purposes of distributing the water. Lateral ditches will carry the water to the lands on either side of the divides, so that both sides of the Wichita river valley, from a point about thirty miles north of Wichita Falls to the mouth of the river, will be irrigated, as well as the south half of the Red river valley and the north half of the Little Wichita valley for the same distance. This will take in Wichita and Clay counties, and portions of Archer and Baylor counties.

#### American Foundrymen's Association

Mr. John A. Penton, of Detroit, Mich., secretary of the American Foundrymen's Association, reports that their organization now has a membership of over 200, and that the number is rapidly increasing, and that more applications for membership have been received since November 3 than during two months previously.

The board of directors is now considering the advisability of putting into practical form some of the purposes for which the association was organized, among these being the adoption of a uniform apprenticeship system, to the end that its members may be protected in their efforts to improve the standard of the American mechanic, in order that the present universal complaint concerning their scarcity may, as far as possible, be altered for the better.

It is also considering the advisability of adopting some measures for protecting the members of the association at all times from unfair exactions of labor organizations, as well as the attempt occasionally of one employer to take the ad-

vantage of his competitors by reducing the wages lower than the rest.

The success attending the Stove Founders' Defense Association in this direction has served as an incentive, and it is almost certain that committees will be appointed to report on both of these projects at its next convention, which is likely to be held in the city of Detroit.

#### A Suggestion from the West.

An instance of the progressive awakening that is manifesting itself in the West, in harmony with the views of Mr. Power, of the Illinois Central Railroad, given in last week's Manufacturers' Record, is furnished by a recent letter, printed below, from Mr. Fred. A. Hornbeck, the land commissioner of the new "Port Arthur Route," which runs from Kansas City to the deep-water outlet at Sabine Pass. This suggestion from Commissioner Hornbeck is in keeping with the progressive spirit which has resulted in the location by him of over 1500 families along this line of rail during the year 1896, during the very months when an almost universal indisposition was shown by the officials of so many railroads to make any effort whatever to secure immigration until the prevailing depression should be relieved.

It would be well for all the organized agencies for Southern development, such as immigration societies, boards of trade, commercial leagues and the like, to make a note of the advice given by Mr. Hornbeck to the business men and institutions along the Port Arthur Route, and to profit by that advice, and also to give attention to a recent expression of opinion from Mr. A. E. Stilwell, the president of the Missouri, Kansas & Texas Trust Co., of Kansas City, a great financial institution, which has accomplished more in the successful development of the Southwest during the last few years than any other half dozen instrumentalities combined. Said Mr. Stilwell, referring to this same special issue of the Manufacturers' Record:

"In my opinion there has never been a time when the judicious advertising of American resources was better calculated to command the close attention of the most substantial men in this country and in Europe than now."

The following indicates what Land Commissioner Hornbeck thinks of the present time and occasion to advertise the advantages of towns and localities in his territory:

"Kansas City, Pittsburg & Gulf R. R. Co.,  
"Office of the Land Commissioner,  
"Kansas City, Mo., November 28.  
"Manufacturers' Record, Baltimore:

"Gentlemen—Referring to Mr. Stilwell's letter, suggesting your special Kansas City and Gulf Edition of your influential journal, I should be glad to offer a suggestion. As the M., K. & T. Trust Co. has agreed to take 10,000 copies of that issue, which will be mailed to a select list of manufacturers, bankers, lumbermen, timber buyers and others throughout the country and abroad, I should be glad to see all business interests and the prosperous cities and towns along the line of our road liberally represented in that edition. In order to strikingly impress upon the readers of that issue the advantages and attractions of the country between Kansas City and Port Arthur, I hope you will send some of your best men over all of this territory, in order to secure representation in that edition. Every city and town and every property-owner and business institution would, it seems to me, be justified in taking conspicuous space. Very truly yours,

(Signed) "F. A. HORNBECK,  
"Land Commissioner."

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

#### Wilmington to Norfolk Direct.

In its last issue the Manufacturers' Record referred to a reported survey of the Atlantic Coast Line from Washington, N. C., to New Berne, in the same State, and the possibility that another chain of railroads along the coast from Wilmington to Norfolk would be built. A letter from General Manager John R. Kenly, of the Atlantic Coast Line, confirms the report that this company is making the survey referred to. He adds that the question of extension will be submitted to the board of directors of the company.

There is a strong probability that if this road is built it will form part of the chain of railroads referred to. At present the Suffolk & Carolina Railroad extends from Suffolk, Va., on the Atlantic Coast Line, to Montrose Landing, in North Carolina. There has been considerable talk of making it a standard-gage road and extending it further on to Jamesville. Between Jamesville and Washington is an abandoned railroad called the Jamesville & Washington Line, which could easily be rebuilt. Between Washington and New Berne the surveys are being made for the Atlantic Coast Line. By extending and broadening the gage of the Suffolk & Carolina, rebuilding the Jamesville & Washington and extending the Atlantic Coast Line to New Berne, the chain of roads between Wilmington and Norfolk would be completed, as a connection would be made at New Berne with the Wilmington, New Berne & Norfolk line, extending directly between these cities.

This combination would be a parallel to the Norfolk & Southern road for a considerable distance, and would penetrate one of the most productive trucking sections of the South. From Eastern North Carolina, yearly, hundreds of carloads of vegetables and fruit are shipped, and the fishing industry also contributes very largely to the freight business as well, while several steamboat companies find it profitable to make frequent trips with large steamers between the points on Albemarle and Pamlico sounds and the rivers entering them.

#### Roanoke & Southern Extension.

The Roanoke & Southern Railroad, extending from Winston-Salem, N. C., to Roanoke, Va., a distance of 116 miles, has been sold to a syndicate represented by Mr. Wm. E. Glynn. Other members of the syndicate are Joseph I. Doran, of Philadelphia; A. B. Hemphill and H. S. Marshall.

It is understood that the road will still be operated as a portion of the Norfolk & Western system, as it was under the former arrangement. In connection with this statement comes a report that the Roanoke & Southern may be extended further into the South by a line from Winston-Salem, N. C., to Monroe, in the same State. At Monroe the Roanoke & Southern would meet the Seaboard Air Line, and a new route be formed direct to Atlanta.

About a year ago surveys were made for a line between these points. It was referred to in the Manufacturers' Record at the time, but the Seaboard Air Line officials, including President Hoffman, state that the survey was not made in the interest of this system.

The Norfolk & Western has a line up the Shenandoah Valley, and, with the extension referred to, trains could be operated directly from Hagerstown, Md.,

to Atlanta, and from the western termination of the Norfolk & Western, which terminates at Columbus, Ohio, into the South.

The extension necessary to be built will be about 100 miles in length.

#### Mobile & Ohio May Extend.

The prospect of the Mobile & Ohio completing the line from Montgomery, Ala., to Tuscaloosa, Ala., and Columbus, Miss., appears to be excellent, judging from an interview which recently appeared in a New Orleans paper with W. Butler Duncan, chairman of the board of directors of the M. & O. Mr. Duncan is quoted as saying that this extension may be built if the Alabama legislature does not enact unjust laws which are injurious to corporations and if the people will give up permanently the agitation in favor of free silver.

The Montgomery, Tuscaloosa & St. Louis, which is the legal title of the road, has been graded between Montgomery and Columbus. It was promoted by J. W. Woolfolk, of Montgomery, who was the general contractor for the line. Before further steps could be taken towards completing the road the company went into the hands of a receiver. Nothing has been done on the right of way for a year past. Recently Mobile & Ohio officials, including Mr. Duncan, have been in Montgomery looking over property bought for terminals for the line. This visit, in connection with Mr. Duncan's statement, shows that the M. & O. is taking an active interest in the project.

The Montgomery, Tuscaloosa & St. Louis is about 160 miles long. It traverses the northwestern part of the State, terminating at Columbus, which is just across the line in Mississippi. It has no parallel line of railway, and passes through several counties which have no railroad whatever, although the famous Warrior coalfields extend into this section of the State. At Montgomery the new road reaches the Western Railway of Alabama, which, in connection with the Atlanta & West Point, forms the shortest route between Montgomery and Atlanta. A traffic arrangement between the M. & O. and the Western of Alabama would give another route from Atlanta to St. Louis, while by means of the Georgia & Alabama road, which also terminates at Montgomery, the Mobile & Ohio could reach another important seaport, Savannah.

#### A Reported Combination.

A rumor is current in financial circles that the Pennsylvania is negotiating for the control of the Norfolk & Southern road, which extends from Norfolk to the sound country of North Carolina. It is generally understood that the Pennsylvania is now in control of the line, and has been for some time, through a close traffic arrangement. The Norfolk & Southern at present is practically the southern extension of the New York, Philadelphia & Norfolk division of the Pennsylvania. Most of the fruit and vegetable business which is sent over the New York, Philadelphia & Norfolk from the Carolinas comes by way of the Norfolk & Southern, the freight being transferred in cars by ferry across Hampton Roads.

#### A Texas Enterprise.

The Chicago, Weatherford & Brazos Valley Company has been organized to build a road between Weatherford, Texas, and Bridgeport, in the same State, thirty-six miles distant.

In a letter to the Manufacturers' Record, President Henry Warren, of the company, writes as follows: "We con-



trol \$50,000 cash and the right of way for the road and depot grounds at each end. The grading will cost \$100,000. We want to get into communication with some responsible party who would undertake to furnish us money as an advance upon our bonds, so that we can go on with the work. The Chicago, Rock Island & Texas Railroad will give us a very favorable traffic contract when road is built. There is money in the project if the parties who take hold of it can afford to wait a while for returns."

#### A Louisiana Enterprise.

A dispatch from Baton Rouge, La., states that much interest is being manifested in the Baton Rouge & Central Louisiana Railway, which has recently been surveyed between that city and Simsport, La., a distance of sixty miles. F. M. Welch, who was instrumental in building the St. Louis, Avoyelles & Southwestern road, has become interested in the new scheme. The road passes through a section of the country which is said to be exceptionally fertile, and which produces large crops of sugar, of cotton and other staples. The route passes along what is known as the Fausse river district, penetrating a belt of what is said to be very fine cypress timber, and opening up a country which at present has scarcely any transportation facilities except by water. It is believed that the new line will greatly increase the trade of Baton Rouge, as it will make it of much more importance as a cotton and sugar market. The company, it is stated, will expend fully \$250,000 in terminal facilities in the city.

#### Proposed Texas Midland Extension.

President E. H. R. Green, of the Texas Midland Railroad, was recently in St. Louis, and, according to the St. Louis Republic, made the assertion that this line would be extended in the near future to Waco. When Mr. Green took charge of the road it was in two sections, and about seventy-two miles long. It has now been extended to Paris, as recently stated in the Manufacturers' Record, in the northern section of the State, and at present 124 miles of line are being operated. The extension to Waco, which would be about sixty-five miles, would make the line nearly 200 miles in length, and form a new route between Northeastern and middle Texas. It is also stated that Mr. Green intends eventually to build the road through Paris to a connection with the Kansas City, Pittsburg & Gulf system, which would give the latter a direct line into the heart of Texas, in addition to having its seaboard terminals on the Gulf.

#### South Carolina & Georgia Report.

The annual report of the South Carolina & Georgia has been published, and shows that a large sum has been spent for improvements on the line during the year referred to. The earnings were \$1,077,146, a decrease of \$417,090 compared with 1895. After deducting fixed charges, a surplus was left of \$38,396. The company has remodeled its Charleston elevator, and arranged lines of steamships between Charleston and Europe and between Charleston and Boston.

#### President Plant Re-elected.

At the annual meetings of the Savannah, Florida & Western and the Brunswick & Western roads, and the Southern Express Co., Mr. H. B. Plant was re-elected president, as well as the present officers serving in other capacities. In spite of an extraordinary item of expense, \$60,000 appropriated for new rails, the report of the Savannah, Florida & Western shows a surplus of \$907,353.82.

#### An Important Arkansas Road.

The Hoxie, Pocahontas & Northern Railroad, projected between Hoxie and Pocahontas, Ark., has been completed, and is in operation. While the road is but fifteen miles long, it is completed through a portion of Randolph county, Arkansas, which is said to be one of the most productive sections of the Southwest. The company promoting the enterprise is composed principally of Little Rock people. Maxwell Coffin, vice-president of the Bank of Little Rock, is president; S. C. Dowell, of Walnut Ridge, Ark., vice-president; Gordon N. Peay, of Little Rock, secretary and treasurer. The road enters a territory which contains tracts of pine and other timber, and farms noted for their fertility. It is expected that a number of saw-mill plants will be erected along the line of the road, as it is stated several sites for the mills have already been selected.

#### Boston to Southern Ports.

Mr. Theo. G. Eger, traffic manager of the Clyde Steamship Co., of New York, writes the Manufacturers' Record as follows:

"Respecting our new Boston line between Boston and South Atlantic ports, beg to say that to commence with, it is intended to have steamers leave Boston once a week, sailing on Thursdays, for Wilmington, N. C., Charleston, S. C., and Jacksonville, Fla., returning from Jacksonville via Charleston to Boston direct without stopping at Wilmington northbound. The first steamer, the Morgan City, will sail from Boston Thursday, December 10, to be followed by the steamer Oneida Thursday following, these two steamers to cover the service at present.

"The Morgan City will carry in bulk about 6000 compressed bales of cotton, while the Oneida is somewhat smaller. At the same time, it is our intention to provide what tonnage may be required to move business offering between the ports named with reasonable dispatch."

#### A Large Depot.

The freight depot being built by the Seaboard Air Line in Atlanta, Ga., will be completed about January 1. It is one of the largest freight stations in the country. The building is 656 feet long, with an average width of 125 feet. The two ends, the street wall and a two-story section of the depot are of brick. The railroad front is of heavy galvanized iron. The roof rests on steel truss work, which is supported by steel girders six feet wide, resting on lattice columns of steel. The warehouse space is 125x206 feet. The two-story section, which comes next, 56x141 feet, and contains freight offices. The farther end, with a space 125x400 feet, will be used as a freight depot by the Western & Atlantic Railroad. The north side has thirty-two doors, wide enough for a dray to load or unload. The retaining wall to the left of the roadway is over 700 feet long, and in places twenty feet high and several feet thick.

#### Two Proposed Depots.

A dispatch from Dallas, Texas, states that the Gulf, Colorado & Santa Fe has decided to build a depot which will be one of the finest in the Southwest. The material will be of brick and stone, and the estimated cost is \$60,000.

It is announced that the receivers of the Baltimore & Ohio have abandoned the idea of constructing the proposed station on Liberty street, in Baltimore, but will build what is to be practically a new passenger depot adjoining Camden Station. The material will be of brick, with stone trimmings, and will contain the usual

waiting-rooms, offices, etc. A train shed of metal to be 60x146 feet will also be constructed. The new station will be over the entrance to the Belt Railroad tunnel, and when it is completed passenger trains will not be compelled to lose time by backing into the station, as at present. Chief Engineer J. T. Manning will supervise the work.

#### The Montgomery Depots.

Work is about to begin on the depots to be built by the Louisville & Nashville at Montgomery, Ala. These buildings, which have already been referred to in the Manufacturers' Record, will be a great improvement to the city. The passenger station is to be built of brick, with stone trimmings. It will be three and four stories high, and contain commodious waiting-rooms, ticket offices, baggage-rooms and restaurant on the ground floor, with apartments for the officials above. In connection with it will be a train shed of iron, to be 600 feet long. The freight depot will be 50x545 feet, and adjoining the passenger station. It will be constructed of brick.

#### Interested in Mississippi Timber.

A number of Pennsylvania capitalists have recently been over the Gulf & Ship Island road, which has been completed between Hattiesburg and Gulfport, on the Gulf of Mexico. The party, it is stated, has been examining the timber tracts along the line of the road with a view of investing, and it is reported that already two of its members have purchased several of the lumber mills, also 75,000 acres of land. The party includes Messrs. C. P. Davidson, C. D. Jones, T. H. Watkins, C. H. Wells, F. J. Peck and J. W. Oakford. S. S. Bullis, general manager of the Gulf & Ship Island Railway, has had charge of the party, and was instrumental in bringing them to Mississippi.

#### Fast Service to the South

The service inaugurated by the Louisville & Nashville in connection with the Plant system for the benefit of tourists between the West and Southern winter resorts promises to be appreciated by a liberal patronage, which it deserves. By the present arrangement passengers can leave Chicago or St. Louis and reach Tampa, Fla., for instance, within forty-eight hours, and without leaving the car until arriving at their destination. The route is by way of Nashville, Montgomery and Thomasville, affording tourists an opportunity to pass through one of the attractive portions of the South.

#### To Make Improvements.

In a letter to the Manufacturers' Record John H. Kirby, of Beaumont, Texas, general manager of the Gulf, Beaumont & Kansas City road, states that the company contemplates several improvements, and will be in the market in a few weeks for 4000 tons of 56-pound steel rails and additional rolling stock. The report of this company was recently referred to in the Manufacturers' Record. Its road passes through a portion of Eastern Texas, and though but recently completed, it is earning enough to pay 8 per cent. dividends if the directors so decide, after paying expenses and fixed charges.

#### Shreveport Shops Completed.

The new shops of the Kansas City, Pittsburg & Gulf road at Shreveport, La., have been completed. They are constructed principally of brick, and include a machine shop 100x263 feet, a car repair shop 85x200 feet; also a roundhouse. The main shop is equipped with a 400 horse-power engine and a full outfit of machinery. The entire plant cost

about \$125,000, and was built under the supervision of E. Dawson, general superintendent of machinery of the company.

#### More Illinois Central Improvements.

According to a dispatch from Louisville, Ky., the Illinois Central contemplates more improvements than those already outlined in the Manufacturers' Record. A representative of the company, it is reported, has been purchasing property between Eighth and Twelfth streets, on which is to be erected a large freight depot. The balance is to be used for freight-yards and sidings.

#### Railroad Notes.

O. B. Bidwell has been appointed freight claim agent for the Seaboard Air Line, with headquarters at Savannah.

M. H. Connolly has been appointed acting freight agent of the Nashville, Chattanooga & St. Louis, at Jacksonville, Fla.

L. M. Warlick, of Winston, N. C., has bought the Milton & Sutherland road, extending from Sutherland, Va., to Milton, N. C., seven miles.

The general offices of the Atlanta, Knoxville & Northern road, formerly the Marietta & North Georgia, have been removed to Marietta, Ga.

A dispatch from Chicago states that the Illinois Central has given an order for 1000 freight cars, to be delivered as soon as possible. During the present year the Central has ordered in all nearly 4000 cars.

A dispatch from Opelika, Ala., states that C. C. Torbert has secured control of the railway between Auburn and Opelika, and will make several improvements to the line. It is about seven miles long.

In a letter to the Manufacturers' Record, Mr. C. P. Huntington, of 53 Broad street, New York, president of the Pacific Mail Steamship Co., states that he has not as yet decided to have an additional vessel constructed. The company has left the matter to him to decide.

The Illinois Central announces that it has begun running its "Atlanta freight express," scheduled to make the fastest time between East St. Louis and Georgia ever made by any freight train out of St. Louis to Southeastern territory. The train will make the run to Atlanta in thirty-five hours, averaging twenty-five miles an hour.

The power and speed qualities of the locomotives recently built for the Seaboard Air Line by the Richmond Locomotive and Machine Works were recently demonstrated in a run made by a train from Weldon, N. C., to Portsmouth, Va. The distance, seventy-eight miles, was made in seventy-two minutes, a rate of over sixty miles an hour.

The Baltimore & Ohio has given up its lease of the Harrisonburg & Strasburg road to the Southern Railway Co., which will operate it as a portion of the Manassas branch of its first division. This line, extending from Harrisonburg to Strasburg, Va., has been a part of the Valley branch of the Baltimore & Ohio. It is forty-nine miles long. Both companies have issued notices announcing the transfer.

The prospects for the early building of the branch line of the Ohio River & Charleston Railroad from Blacksburg, S. C., to Gaffney City are said to be very good. It is confidently predicted that this line will be built in the near future, and that the Ohio River & Charleston road will also be completed across the mountains into the coal territory, and that an extension of this road from Camden to Sumter, S. C., will shortly be constructed.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

## Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

## LUMBER MARKET REVIEWS.

## Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., December 3.

The past week has developed no increase in the volume of business throughout the local lumber market. The inclemency of the weather has restricted operations somewhat among yardmen, but aside from any opposing factors the tone of the market is decidedly quiet. Of the local demand it may be written very meagre from all the usual sources. Builders are not buying and boxmakers are doing very little, while yardmen only purchase to meet present wants. The demand is principally from out-of-town buyers, and from this source considerable trade has resulted during the past week. In kiln-dried North Carolina yellow pine there is a fair demand, with prices firm and tending higher for certain grades. There is also some business reported in white pine, for which the demand is improving, and prices very steady. In the hardwood market there is a moderate inquiry, both local and from out-of-town sources. The export trade is dull on account of the difficulty in getting stuff shipped, and exporters are doing very little business through this port, while several hundred carloads of lumber and timber have been diverted to Newport News for shipment on account of scarcity of vessels here.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$12 50@	13 50
5-4x12 No. 2, kiln dried.....	14 00@	15 00
4-4x10 No. 1, kiln dried.....	15 00@	15 50
4-4x12 No. 1, kiln dried.....	15 50@	16 50
4-4 No. 1, kiln dried.....	13 00@	14 00
4-4 wide edge, No. 1, kiln dr'd.	17 00@	18 00
6-4x10 & 12, No. 1, kiln dried..	23 00@	24 00
4-4 No. 1 edge floor, air dried.	13 50@	14 50
4-4 No. 2 edge floor, air dried.	10 50@	11 50
4-4 No. 1 12-in. stock, air dried.	14 50@	15 50
4-4 No. 2 12-in. stock.....	11 50@	12 50
4-4 edge box or rough wide....	7 50@	8 50
4-4 edge box do. (ord. widths).	6 50@	7 00
4-4 12-inch rough.....	9 00@	9 50
4-4 narrow edge.....	5 00@	6 00
4-4 wide.....	6 50@	7 50
4-4x9 & 10 1/2-inch.....	8 50@	9 50
Small joists, 2 1/2, 12, 14 and 16		
long.....	7 50@	8 50
Large joists, 3-16 long and up	8 00@	9 00
Scantling, 2x3, 2x4 and 3x4...	7 00@	8 00

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4		
and 8-4.....	47 50@	48 50
3d clear, 4-4, 5-4, 6-4 and 8-4...	42 50@	43 50
Good edge culls.....	14 00@	15 00
Good stock.....	16 00@	17 00

CYPRESS.		
4-4x6, No. 1.....	19 00@	20 00
4-4x6, No. 2.....	14 00@	15 00
4-4x6, 16 feet, fencing.....	10 50@	11 50
4-4x6, rough.....	8 00@	9 00
4-4 rough edge.....	8 00@	9 00
4-4 edge, No. 1.....	16 00@	17 00
4-4 edge, No. 2.....	12 00@	13 00
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart...	85 00@	100 00
Culls.....	20 00@	30 00

OAK.		
Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.		
Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	11 50@	12 50

SHINGLES.		
Cypr., No. 1 h'ts, sawed, 6x20.	6 50@	7 50
No. 1 saps, sawed, 6x20.....	4 75@	5 25
No. 1 hearts, shaved, 6x20.....	6 00@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	6 00

LATHS.		
White pine.....	2 50@	2 75
Spruce.....	2 10@	2 20
Cypress.....	2 10@	2 20

## Norfolk.

[From our own Correspondent.]

Norfolk, Va., November 30.

In the general lumber market of this port the indications point to a fairly active trade during December, and for the month just closing there has been on the whole a decided improvement in the situation. There has been a steady demand during the past month for North Carolina pine lumber, and at the moment manufacturers are in receipt of numerous inquiries for the different grades and dimensions. Prices, too, have stiffened materially, and holders are generally firm and refuse to make concessions from list prices. Stocks among all the leading mills have been reduced considerably during the past summer, and the result is now, that under a better demand, stocks are not so well assorted. Among the grades somewhat scarce are 4-4 Nos. 1 and 2 edge and 10 and 12-inch box, these grades being in better demand. Manufacturers will not, as a rule, increase their output to any extent for some weeks to come, as the return of real activity is not expected until towards the spring months. Under present conditions, however, there is a good demand expected during December, and shipments are expected to be of better volume. Air-dried lumber is showing up better as to value, and there is a fair inquiry at quotations. The demand for lumber is good from builders and contractors to supply requirements necessitated through the many local improvements going forward in the city and suburbs. Among the planing mills there is also an improvement in business, and orders are more numerous, with prices showing a better margin of profit. The surveying corps of the New York, Philadelphia & Norfolk Railroad has completed its work at Port Norfolk, and improvements on the water front will commence at once, which will consist of the building of wharves, warehouses and tracks. The company that recently purchased the furniture factory at Port Norfolk has commenced operations, and the force employed will be largely increased during the next week. Work on the new Monticello Hotel has commenced, and 1500 piles will be driven, which will secure a good foundation. A large amount of material will be needed for the structure. Freights on lumber from this port continue firm, and among the charters reported this week are the following: Schooner Florence Leland, 327 tons, from Norfolk to Providence with lumber at \$2.30 and free wharfage; schooner Charles L. Jeffrey, 331 tons, from Norfolk to Boston with lumber at \$3, and schooners J. M. Hall and May and Anna Beswick from Washington, N. C., to New York with lumber at \$4.25.

## Charleston.

[From our own Correspondent.]

Charleston, S. C., November 30.

The volume of business in nearly every branch of the lumber industry here has shown a slight increase during the past week. A fairly active demand has ruled for all desirable grades of lumber, and there has been a good inquiry from local sources. Among millmen generally there is a better feeling, and it is thought that there will be a fair volume of trade during December. So far during the fiscal year the shipments are about 5,000,000 feet less than last year, but the prospects are better for a revival in nearly all branches of the lumber trade. Foreign shipments continue exceedingly light, but there are more new charters than usual for domestic ports. At all milling sections the various saw-mill plants are receiving more orders, and mills that have been shut down during the summer

are commencing operations again. The market closed on Saturday with values firm, especially for the better grades, and quotations range as follows: Merchantable lumber, \$14 to \$16 for city-sawn, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10. Shingles are in good demand at \$5 to \$7 per thousand. There has been considerable activity among the mills at and near Georgetown, and shipments during next month of lumber, shingles and cross-ties are expected to be of better volume. During the week the local shipments were as follows: Schooner Isaac T. Campbell with 428,000 feet of lumber and schooner Gem with 370,000 feet, both for Boston. The schooner Clara E. Bergen cleared for New York with 380,000 feet of lumber, and the Clyde steamers took out 75,000 feet of lumber and other wood products for the same port. The total exports of lumber since September 1 amount to 14,259,314 feet of lumber to domestic ports and 340,000 feet foreign, making a total of 14,599,314 feet, against 19,620,340 feet last year. Lumber freights are steady, with rates unchanged. Rates to New York are \$4.38 to \$4.50, and ties 14 to 14 1/2 cents each; dry lumber to Providence, R. I., \$4.50, and oak ties to Philadelphia 19 cents each. The following vessels have been chartered by Col. John Molony to load lumber for coastwise ports: Schooner Hugh Kelley to load 600,000 feet for Boston; schooner Maggie M. Keogh to load 500,000 feet for New York; schooner John R. Halliday to load 325,000 feet for New York, and schooner Nelson E. Newberry to load cross-ties for New York. The brig Concordia cleared on Saturday for Old Providence, West Indies, with 33,000 shingles, 30,000 feet of lumber and other cargo.

## Savannah.

[From our own Correspondent.]

Savannah, Ga., November 30.

The market for lumber and other wood products begins to show considerable activity, and the general situation is looked upon as more satisfactory by manufacturers and other engaged in the industry. The demand is steady, and prices firmer, while stocks are about equal to present requirements. It is stated that a meeting of lumbermen will be held here this week for the purpose of forming a combination that will cover the entire South and West. The object of such an association will be to control the output of yellow-pine lumber and to arrange it so that the amount cut will be greater than the demand. Should the organization be a success, it will take in the States of Georgia, Florida, Alabama, Mississippi, Louisiana and Texas. Under present conditions the local market shows considerable strength, and in lumber, cross-ties and shingles the volume of business is increasing. Manufacturers are disposed to hold their stock rather than sell below list figures. The foreign demand is light, but there are a number of inquiries of late which may result in actual business later on. Among the clearances during the week were the following vessels: Schooner Carrie Strong for New York with 405,119 feet of pitch-pine lumber, and Stephen G. Loud with 425,378 feet. The steamers Kansas City and City of Birmingham took out 155,960 feet for New York, Boston steamers 16,980 feet, Philadelphia steamers 15,000 feet and Baltimore steamers 132,921 feet. Rates on lumber and timber continue very steady, with a scarcity of desirable vessels. Foreign rates are merely nominal. The rates from this and nearby ports in Georgia are \$4 to \$4.50

for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 16 cents. The following charters were reported last week in New York: Schooner John H. Platt, 1114 tons, from Brunswick to New York, four trips, with ties on private terms; schooners Hugh Kelly, 733 tons, and W. E. Downes, 716 tons, from Brunswick to Philadelphia with ties at 14 and 14 1/2 cents, respectively; a schooner, 381 tons, from Savannah to New York with lumber at \$4.37 1/2, out with phosphate on private terms, and schooner F. C. Pendleton, 388 tons, from Brunswick or Darien to New York at \$4.37 1/2.

## Pensacola.

[From our own Correspondent.]

Pensacola, Fla., November 30.

Among the Gulf ports there is none showing more general activity at present than Pensacola. In the lumber and timber business there is an increased volume of trade, and at the moment there is an unusual demand for lumber. From South American ports there is a fine run of trade and the demand is active, with prices much firmer and showing a tendency to appreciate. In this section of the State mills are all busy with orders and have as much work on hand as they can well attend to. The timber trade is fairly active, with a good inquiry and demand from Great Britain and the Continent. Prices, however, do not advance in the local market, but remain about steady at 11 to 11 1/2 cents for sawn timber, with last sales at the inside figure. Hewn timber is rather scarce and there is very little demand, with price quoted at 10 1/4 to 10 1/2 cents. There is a fair demand for shingles, and stocks here are quite ample for the demand. The shipments of lumber and timber during the month have been fairly satisfactory, and during the past week embraced the following vessels: Schooner Orient for Nassau, New Providence, with 101,000 feet of lumber and 1200 feet of pickets; bark Dora for Grangemouth Dock with 475,000 superficial feet of sawn timber and 193,000 feet of lumber; bark Carl Haastead with 2000 feet of sawn timber and 553,000 feet of lumber for Buenos Ayres; schooner Kelly for Nassau with 103,000 feet of lumber; bark J. B. Demange for Calais, France, with 266,000 feet of lumber; bark Talisman for Santos with 862,000 feet of lumber; bark Julia for Dunkirk with 13,685 cubic feet of hewn timber, 83,000 superficial feet of sawn timber and 287,000 feet of lumber, and bark Ragna for Rosario with 748,000 feet of lumber. Freights are steady, with rates unchanged. The quotations are 100/ to 105/ for United Kingdom or Continent, according to size; for River Platte, \$15, \$2 form, and for Rio Janeiro, \$16, \$2 form. Among the charters reported in New York last week were the following: Norwegian ship Germanie, 1269 tons, from Pensacola to Buenos Ayres with lumber at \$11.50 net; British steamship Golden Cross, 1944 tons, Pensacola to Holland with sawn timber at 110/; a schooner, 279 tons, Moss Point to New York, \$5.75, and a bark, 518 tons, from a Gulf port to Rosario at \$13 net.

## Mobile.

[From our own Correspondent.]

Mobile, Ala., November 30.

A good volume of business is reported throughout the lumber and timber market here, and in lumber especially business has been very active during the week under review. There is great activity at all adjacent milling sections, and the demand from the usual sources is brisk. Rumors are current here of a lumber combine which is to cover the entire South and West, and a meeting is to be held this week in Savannah, Ga.,



for the purpose of forming an association. Leading lumbermen are of the opinion that the outlook for carrying out the scheme is promising. The outlook here for timber is fair, and prices very steady; stocks of sawn timber are about equal to the demand, while hewn timber is somewhat scarce. Hewn timber, when placed upon the market, will bring 11½ to 12 cents on basis of 100 cubic feet, average B1 good. Contracts are made on a basis of 12 cents per cubic foot; hewn oak and poplar are not in demand. Sawn timber is quoted 11 to 11½ cents per cubic foot on 40-foot basis. There is a fair demand for cypress timber at 5 to 8 cents per cubic foot. There is very little demand for round poplar, oak or hickory logs, and prices range from 5½ to 7½ cents per cubic foot. Orders are coming in very freely at present to all the mills in this city, and the various plants have as much as they can do to keep up with the procession. The Yellow Pine Lumber Co. has recently overhauled its mills at One-Mile creek, and now has them in first-class order. In addition to the Mobile mill, the Yellow Pine Lumber Co. has a complete plant at Yellow Pine, Ala. This company has now over 500,000 feet of lumber ready for shipment, and is enjoying a good export trade. Among the clearances during the past week the following vessels are reported: Steamer Sunniva for Bluefields, Nicaragua, with 104,976 feet of lumber; bark Ursus for Grimsby, England, with 385,058 feet; bark Jessie Stowe for Buenos Ayres with 462,387 feet, and schooner Blake with 150,000 feet, and schooner Nason with 30,000 feet, both for Grand Caymen, British West Indies. The total shipments of lumber from this port from September 1 to November 27, inclusive, amount to 16,770,058 feet, against 11,747,808 feet for the corresponding period last year. Shipments of sawn timber also show a marked increase, the amount shipped being 1,314,829 cubic feet, against 686,750 feet last year. In hewn timber there has been a scarcity, and shipments have fallen off considerably, the amount shipped since September 1 being 121,988 cubic feet, against 268,652 cubic feet last year. Among the charters reported in New York this week the following vessels are reported: Schooner G. A. Bartlett, 356 tons, from Mobile to St. Jago with lumber at \$6.50 in Spanish gold; a bark, 1300 tons, from a Gulf port to Buenos Ayres with lumber at \$13.50, \$2 form; a schooner, 368 tons, from Mobile to Tampico, Mexico, with piling on private terms, and a Norwegian bark, 518 tons, from a Gulf port to Rosario at \$13 net.

#### Beaumont.

Beaumont, Texas, November 28.

The activity of the lumber market keeps manufacturers here in a happy frame of mind. Each mail brings additional bills, and dealers are now alive to the conditions of the market, and evince an eager desire to replete their stocks before any further advance in the market. From present indications November will show a larger business than any month of the past half-year, and if the present rate of shipping continues the month will show a much heavier trade than the same time a year ago. Many orders have been received by the mills here at the old schedule, and were promptly refused, and in every case the orders were returned to be filled at the new rates.

Advices from Orange show that stocks on the mill yards at that point are being rapidly reduced, and this is the case at all the mills in this section. A significant feature of the business is that dealers are ordering fewer mixed cars than

heretofore, and notwithstanding advanced prices, about twice the number of cars have been billed out this month as compared with October. A further advance is expected to follow next month.

The shingle trade and other side lines of the lumber world have fallen into line, and very much increased shipments are reported in shingles, sash, doors and blinds, staves, etc.

A new feature in the export trade is found in a Mexican order recently received by Litcher & Moore for 1000 tons of slabs. The growth of the export trade during the past year has been very gratifying; increased facilities at the Pass and deeper water have furnished a stimulus which has pushed trade steadily along. Exports for the present and past months will aggregate about 8,000,000 feet of lumber, which is approximately double the amount of the same period last year.

A movement is now under way to dredge a channel through Sabine lake to the Neches and Sabine rivers. Government engineers are now making preliminary surveys of the lake, from which estimates of the cost and feasibility of the scheme will be made. The bed of the lake consists of a fine alluvial or silt deposit, easily dredged. The benefits of such an improvement are readily appreciated. According to government reports, the Sabine pine district is the finest tract of yellow pine in the United States.

At present we are exporting to all points of the compass, but on account of freight the cost of placing lumber at the Pass places a differential on our market over Eastern Gulf ports which would be removed were vessels able to come direct to Beaumont and Orange and take their cargoes at the mill wharves. The difficulties under which the Gulf & Interstate Railroad has been laboring seem now to be drawing to a close. Terminal facilities have now been secured at Bolivar Point, on Galveston bay, and here in Beaumont. Construction crews will immediately begin to complete the work, and in a short time harbor facilities will be completed at Bolivar to handle the business of the road. Two hundred thousand dollars in bonds will be placed as soon as they are approved by the commission. W. F. FARRAND.

#### Lumber Notes.

A call for a national convention of lumber interests, to be held at Cincinnati on the 15th inst. to urge a restoration of the tariff on lumber, was issued on Tuesday last at Chicago, Ill.

The Trenton Stave Mill, at Trenton, Ga., has received a full supply of timber, and is operating at its full capacity. The company shipped over fifteen carloads of staves during November.

The foreign exports of lumber and other wood products from the port of Baltimore for the month of November, 1896, were as follows: Logs of wood, 2535; staves, 94,000, and lumber, 1,738,000 feet.

There is a brisk movement among the shipping at Sabine Pass, Texas, and the vessels in port on the 27th ult. were loading lumber for Buenos Ayres, South America, Tampico, Mexico, and several continental ports.

The saw mills along the Kentucky river in Breathitt and Lee counties, Kentucky, have all placed orders with the timbermen for larger timber supplies than usual for the winter season, and extensive operations are expected.

The big mill of the Sliger Lumber & Manufacturing Co., of Huntingdon, W. Va., which has been idle for some time, resumed operations on Wednesday last.

During the shut-down extensive improvements have been made in the plant.

The large lumber and planing mill owned and operated by Thomas W. Smith at Washington, D. C., was burned on the night of the 24th ult. The loss on plant and lumber in stock will reach nearly \$50,000, with slight insurance.

The large crate factory at Hagers-town, Md., owned by George P. Zearfoss, was destroyed by fire on the 24th ult. The value of the factory is estimated at \$10,000 and stock at \$5000. The building, stock and machinery was insured for \$8800.

Mr. Charles L. Bucki, of the Bucki Lumber Co., of Jacksonville, arrived in that city last week from New York for the purpose of inspecting the two immense dry-kilns just completed at his mill. The kilns have a capacity of 100,000 feet of lumber each.

Nearly all the saw mills on the Trinity & Sabine Railroad, of Texas, are now actively engaged, a few, however, only operating their planers. Lumber orders are more plentiful now, and manufacturers express themselves as hopeful of a general improvement in trade.

On account of the result of the presidential election, the Cypress Lumber Co., of Apalachicola, Fla., resumed work on Monday last. The force will be increased to 225 men. The Kimball Lumber Co., of Apalachicola, has resumed work, with about eighty-five hands.

The petition for a receiver for the Foote & Zuler Lumber Co., of Atlanta, brought by various creditors, was argued last week in that city. Mr. Martin Amorous was appointed receiver, and will conduct the affairs of the company under an order of the Superior Court.

It is stated that the Messrs. Pohlig, box manufacturers, of Richmond, Va., will in a very short time begin the erection of a handsome new building in that city, to which they will remove their plant from its present site. Plans have been drawn and submitted and specifications given out.

It is said that the firm of Eastman, Gardner & Co., lumber manufacturers, of Laurel, Miss., received an order last week for 100 cars of fine quality lumber from the Paskill & Barker Car Co., of Michigan City, Ind. This, with other orders lately received, indicates an extensive movement of lumber northward during the next sixty days.

It is stated that a movement is on foot to reorganize the Gallatin Manufacturing Co., of Gallatin, Tenn. An effort will be made to increase the capital stock to \$25,000, which will give employment to about 100 men. The company, when organized, will manufacture spokes and handles ready for use, and will use large quantities of hickory and other timber.

The Ray Furniture Co., of Charleston, W. Va., the largest plant of its kind in the State, was sold on the 26th ult. to Frank Woodman, proprietor of the Kanawha Woolen Mills, of Charleston, for \$50,000. The new company will be known as the Ashton Furniture Co., and the plant will be put in thorough repair and started up with a full force in a short while.

Mr. Robert Ranson, of Tallahassee, Fla., visited Carrabelle last week looking for a site for a furniture factory. Mr. Ranson has decided on locating his factory at Carrabelle, and has visited Cincinnati, Ohio, to purchase machinery. In addition to making furniture, he will manufacture tool handles, etc., out of the numerous hardwoods which abound in middle Florida.

It is stated that Mr. W. D. Wadley, of the firm of Allen Bros. & Wadley, of

Allentown, La., met by appointment last week at Shreveport, La., one of the leading lumber dealers of Kansas City, Mo. The meeting arranged resulted in a sale of 360 carloads of lumber, to be delivered in Kansas City beginning with January 1, 1897, and furnished at the rate of thirty carloads per month.

Messrs. Wallis & Reeves, of Hardin county, Texas, have leased and will operate the saw mill on Turtle bayou, in Chambers county, Texas, and Messrs. Cummings Bros., of Anahuac, Texas, will start their saw mill on receipt of logs. A rise is reported in Trinity river, and they expect between 8000 and 10,000 ash logs. Cummings Bros. are large shippers of ash and walnut.

The tonnage arrivals at the port of Brunswick, Ga., for November will exceed those of the previous month by 5000. Among the clearances last week were the schooners Gen. Adelbert Ames, Frank Howe and Nathan F. Cobb, the Howe for Boston and the others for New York. They carried in the aggregate 1,205,000 feet of lumber and 12,877 crossties, valued at \$20,000.

Business at Paducah is showing unusual activity, in common with the general improvement in trade. The McKinnis Veneer & Lumber Co.'s plant, which was shut down all summer, is now running overtime. Kilgore's stave works is being enlarged in order to make room for more workmen. Other woodworking concerns in Paducah have as much business as they can handle.

The lumber plant of the Emporia Lumber Co., at Emporia, Va., was destroyed by fire on the 22d ult. A large quantity of lumber was destroyed, together with several cars of the Atlantic & Danville Railroad Co. being loaded with lumber. The total loss is said to be about \$20,000, of which \$3000 falls on the railroad company. It is thought that the lumber company will rebuild.

The receipts of lumber and other building material at the port of New Orleans for the week ending November 26, as compiled by the secretary of the Mechanics, Dealers and Lumbermen's Exchange, were as follows: Lumber 1,427,000 feet, shingles 110,000, laths 150,000, oak staves 278,400 and cypress staves 45,000. The total receipts of lumber for the season amount to 22,916,000 feet, against 33,482,500 feet last year.

A meeting was held in Memphis, Tenn., last week of the committee appointed by the commissioners of forestry of the Tennessee Centennial to prepare plans for a suitable exhibit of the lumber interests of Shelby county in the forestry display. Messrs. Jordan and Locke were appointed to call upon the architects and secure designs for an exhibit. Messrs. Rodman and James, assistant commissioners for the Memphis district, will collect statistics of the lumber trade of Shelby county.

Active operations are going on at present at Evaville, Fla., in the logging business. Messrs. White, Geiger and Capt. M. J. Rice have a large force of hands at work cutting a right of way and preparing to lay the rails for a railroad from Tar Landing, on Front creek, to the central point of a large body of timber land lying between the creek and Twelve-Mile swamp. There are some 17,000 acres of land to be cut over, and all the merchantable timber is to be shipped to T. V. Cashen, of Jacksonville, Fla.

Mr. McNair, of Wilmington, N. C., who recently purchased the timber on the lands of Mr. Arthur T. Williams, comprising 23,000 acres in the eastern part of Levy county, Florida, visited Williston, Fla., last week in company



with a party of mill and turpentine men from North Carolina to look over the lands. They will begin operations at once on the arrival of their tools and laborers. Most of the timber will be boxed for turpentine and sawed into lumber later on. A large saw-mill plant will be erected at an early day, and the company will begin sawing the timber not boxed.

The export business with the Reliance Lumber Co., of Beaumont, Texas, is at the moment decidedly active. The late charters reported by the company are the schooner S. P. Hitchcock, which will take out 500,000 feet of lumber for Mexico, and the Nettie Shipman, which cleared from Sabine Pass last week. The Norwegian bark Eidgem arrived last week, chartered by Messrs. Spotswood & Co. The Lutch & Moore Lumber Co. has chartered the schooner Thos. A. Pollard, which has also entered to load lumber. The bark Karston Langard is due at the Pass to load lumber for South Africa for Messrs. W. S. Keyser & Co.

Two vessels entered at the custom-house in Jacksonville, Fla., on Saturday last, and six vessels cleared with over 1,500,000 feet of lumber. The clearances were as follows: Schooners Albertine Adone for Nassau, N. P., with 9369 feet, Nellie T. Morse with 350,000 feet, Mary T. Godfrey with 325,000 feet and steamship Seminole with 250,000 feet of lumber, 3000 crossties and 150,000 shingles, all for New York; schooner Laura L. Sprague for Boston with 410,000 feet of lumber, and schooner Anne J. Trainor for Philadelphia with 211,000 feet of yellow-pine lumber, 50,000 feet of cypress lumber and 250,000 shingles from Palatka.

A meeting of the committee on lumber, timber and staves of the Chamber of Commerce of Mobile was held in that city on Saturday last to take action in regard to the shippers' bill now before the State legislature. The meeting was called to order by Mr. A. S. Benn, and Mr. A. T. Shaw was appointed secretary. Mr. Benn read the draft of a letter calling the attention of the board of directors of the Chamber of Commerce to the bills pending and the effect of their passage upon the commerce of Mobile. It was moved and seconded that Mr. A. S. Benn and another be empowered to proceed to Montgomery to look after the interests of exporters and prevent the passage of the bill if possible. At a subsequent meeting the board of directors of the Chamber of Commerce concurred in the action of the committee in sending delegates to Montgomery.

#### A Combined Gin and Press.

A combined cotton gin and press, which has recently been made at the plant of the Chattanooga Car & Foundry Co., is attracting considerable attention in that city. The apparatus is portable, and can be transported to any portion of a plantation if desired. The gin is at one end of the machine and the compress at the other. As the cotton is separated from the seed it passes between the fingers, as they are termed, and the power which works the gin compresses the cotton by means of worm screws. It is stated that the apparatus has been tested, and found to be entirely successful. Recently a bale of cotton weighing 400 pounds was turned out of the machine. Although the inventor has spent considerable time on it, it is stated that the total cost has only been about \$1400, and that machines can be made very cheaply. It is understood a stock company may be formed to place it on the market. Hon. H. Clay Evans, of Chattanooga, is among those who are said to have taken an interest in it.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### A 10,000-Spindle Mill Reported.

It is stated that Mr. J. H. McAden, of Charlotte, N. C., owner of the Pinhook water-power property in Gaston county, on the Catawba river, will erect a cotton mill on the property. It is reported that a Charlotte architect is now preparing plans for the plant, which is to be one of 10,000 spindles and 400 looms, operated by water-power. The stream at the site chosen is said to develop about 300 horse-power. Mr. McAden is president of the McAden Mills at McAdenville, and the site for the new plant is near the McAden mill.

#### Improvements to Cost \$15,000.

The Marion Cotton Mill, of 2750 spindles, at Marion, S. C., which has been idle for several years, has been sold by W. J. Montgomery, agent for the owners, to Messrs. A. M. Price, of Lincoln, N. C., and T. A. Blythe, of Philadelphia, Pa. The new owners are practical cotton manufacturers, and they will make extensive improvements to the plant preparatory to resuming operations. It is said that about \$15,000 will be expended at once in enlarging the building, putting in new machinery and thorough overhauling of the present equipment. Possibly knitting machines will also be installed.

#### Textile Notes.

The Mayfield Woolen Mill, employing 400 women, is operating day and night in order to keep up with orders.

The Swift Creek Cotton Mills, near Petersburg, Va., are nearing completion, and expect to commence operations in the near future.

Mr. J. F. Schirmer, of Seneca, S. C., will endeavor to revive and push to completion the project for the erection of a cotton mill at Seneca.

The erection of another cotton mill is reported as contemplated at Spray, N. C., and W. R. Walker, secretary of the Leaksville Cotton Mills, is mentioned in connection with the enterprise.

It has been announced that Messrs. David and J. N. Trainer, of Chester, Pa., will now make definite arrangements for the erection of the \$500,000 cotton mill previously reported as projected at Birmingham, Ala.

The Jonesboro Cotton Mills, at Jonesboro, Tenn., will resume operations, after an idleness of several months. Mr. W. C. Kenyon, of Johnson City, will manage the plant, and expects to operate it day and night for some time.

The Tribune Soldier Colony Co., of Fitzgerald, Ga., is negotiating with Boston parties for the establishment of a big cotton mill. A proposition has been made asking for 160 acres as a site. A plant to employ 1100 hands is contemplated.

The W. J. Hooper Manufacturing Co., of Mountain Island, N. C., manufacturer of plaids, twines, yarns, etc., will enlarge its plant. An additional building 80x100 feet in size, three stories high, will be erected, and several hundred seine-twine looms will be installed, besides carding and spinning machinery.

Mr. W. J. Hooper, of the big cotton-duck mills near Baltimore, Md., is president of this company.

It is reported that parties will buy and put in operation the old cotton-mill plant of the Gray Manufacturing Co. at Ellicott City, Md., which has been idle for several years. Mr. Jas. A. Gary, of Baltimore, Md., a prominent cotton manufacturer, is mentioned as a probable purchaser.

The annual meeting of the stockholders of the Lockhart Mills, of Lockhart, S. C., was held at the mills on the 20th ult. The president and treasurer, Mr. John C. Cary, read his report, which showed the business of the company to be in a very satisfactory condition. The question of increasing the capital stock was discussed, but action postponed to a future meeting. The following board of directors was re-elected: S. M. Milliken, of New York city; C. H. Hackett, of New York; Frank A. Sayles, of Saylesville, R. I.; J. W. Danielson, of Providence, R. I.; Stephen Greene, of Boston, Mass.; J. G. Farrar, of Pinckney, S. C.; J. H. Montgomery, of Spartanburg, S. C., and John C. Cary, of Lockhart. At a subsequent meeting of the directors Mr. Cary was re-elected president and treasurer. The company's mill has in operation 25,000 spindles and 800 looms.

## Superficial Examination of Ores Free

The Manufacturers' Record, seeking to turn attention to the mineral resources of the South and to aid its readers in the intelligent investigation as to what may or may not be of value, has arranged with Mr. Charles Catlett, chemist and geologist, of Staunton, Va., to make superficial examinations of samples without charge. Such samples will be reported in the Manufacturers' Record, with a word of explanation as to probable or possible value. Such an examination is necessarily superficial, and does not comprise a quantitative analysis, which, where desired, is charged for.

The following directions should be observed:

Samples should be sent to Charles Catlett, No. 10 New Court House street, Staunton, Va., with all mail or express charges prepaid. The name and address of sender should be clearly stated on package.

Care should be taken to select an average sample, otherwise the examination will prove of no value. Quite a small quantity will be sufficient.

A postal card or letter to Mr. Catlett, with a word of explanation as to mode and exact location of occurrence, would assist in giving value to the examination.

W. W. Grant, Atlanta, Ga.: (1) Asbestos, (2) graphite, (3) fuller's earth, (4) kaolin, (5) beaunite. Two, three and five appear to be of good quality.

O. H. Blocker, Old Fort, N. C.: Quartz and pyrites. Superficial examination will not show whether it contains gold.

W. E. Spence, Knoxville, Tenn.: Sulphide of antimony, carrying considerable iron. Probably valuable.

Carl Swartz, Roanoke, Va.: Pyrite. No indication of value.

H. J. Airington, Claremont, Va.: Quartz and pyrite. No indication of value.

A dispatch from La Grange, Texas, states that a gas well has been located about seven miles from that town. The well, which was sunk to obtain water, had reached a depth of 124 feet when the gas rushed out. It is stated that a flame thirty feet high was made when the gas was ignited. The well may be used to furnish light to La Grange.

"Land of the Sky and Beyond" is the title of an artistic advertising brochure issued by the Southern Railway, descriptive of the mountain and other resorts along its lines. The present issue is the sixteenth edition. A total of 400,000 copies have been printed.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### The Market for Cottonseed Products.

New York, N. Y., December 1.

The market for cotton oil is quiet and lower than a week ago. The export demand is slow, but compound-lard and soap makers have taken advantage of the evident pressure to sell, and have bought ex dock in fair quantities. It is recognized that production will be less during the present season than the previous one, and holders expect prices to advance under the favoring influence of lower ocean freight rates and a correspondingly increased export demand. From present indications abroad the latter is practically assured, but concerning a possible advance in prices there is considerable uncertainty. The dull and unpromising condition of the lard market proves a check to satisfactory operations in cotton oil. At this writing the lard market exhibits signs of revival, being five points higher than at the close of last week. December lard is quoted at 4.25 cents. Tallow is dull and weak at 3½ cents. The weakness in the latter has contributed to checking the demand for oil for soapmaking purposes. Receipts are less than for the previous week, and oil, therefore, was not offered so freely ex dock. The holiday tended to check even the small volume of business proceeding during the week. Spot lots are depressed, and sellers for prime yellow are to be found at 25 cents. It is noticeable, however, that there is no offerings for future delivery on the weak sentiment now prevailing, but a leading house asserts that 17 cents bid for prime crude loose, with freight at 37½ cents, would sell at firm offers. Notwithstanding the present depressed condition of the market, there are reasons for supposing higher prices will prevail toward the close of the year or early part of 1897. A factor which may operate to the advantage of the market, and which has been overlooked by the trade, consists in the decided scarcity of seed in England. Egyptian seed is quoted at £5 4s. per ton; new crop seed, January delivery, is quoted at £4 17s. 6d., however. Exports in the aggregate reached 6300 barrels, chiefly to Marseilles, Trieste taking 750 barrels. Crude in bulk is offering at near coast mills at 17½ cents, while local lard refiners bid 17 cents for tank lots as wanted. Prices rule as follows: Prime crude, 21½ to 22 cents; prime crude f. o. b. mills, 17 to 19 cents; crude, off quality, 20 to 21 cents; yellow summer, prime, 25 to 25½ cents; yellow summer butter, 26 to 28 cents; yellow summer, off quality, 24 to 24½ cents; white summer, 28 to 29 cents; yellow winter, 30 to 32 cents; white winter, 37 to 38 cents, and soap stock, ¾c. to ¾c. per pound. It will be noticed that winter oils have been materially reduced in price, the reduction being unavoidable owing to the unusually slow demand and the weakness in prices of the other grades. Liverpool cables 16s. for refined oil, with a spiritless market. Cake and Meal.—From Houston, Galveston and New Orleans large quantities of cake and meal have been exported at unchanged quotations. Prime American cotton cake is quoted at £5 12s. to £5 15s. Liverpool, and owing to the late advance in feeding stuffs and seed scarcity, it would look as if higher prices would prevail before the expiration of the year. Concerning seed, it is significant that 20,000 bags have been shipped to Liverpool from the various Southern ports during the week.



**Cottonseed-Oil Notes.**

The Givanovitch Cotton Oil Co.'s plant at Natchitoches, La., opened up on November 26. The officers of the company are John M. Tucker, president; D. C. Scarborough, secretary; John A. Barlow, treasurer and general manager.

Col. George B. Lovering, of Fort Worth, Texas, has received additional reports of cattle being fed at the cottonseed-oil mills of Texas to the 27th ult., the total amounting to 51,896 head. There is yet a number of mills to report, which will be received during the present week.

The market for cottonseed products at Memphis, Tenn., is quiet and steady; prime crude oil, 19 cents; prime summer yellow, 22 cents, and choice cooking summer yellow, 27 cents; prime cottonseed meal in car lots, \$15; cottonseed in bulk brings \$8 a ton by rail and wagon; sacked seed by river, \$7.

The following vessels cleared from Galveston, Texas, last week having cottonseed products among their cargoes: Steamship Polaria 6391 sacks of cottonseed meal and 1629 sacks of cottonseed oilcake, and steamship Pembroke 1853 sacks of cottonseed oilcake and 54,753 sacks of cottonseed meal, both for Hamburg. The steamship Otterspool cleared for Liverpool with 7840 sacks of cottonseed meal and 3155 sacks of cottonseed oilcake.

The market for cottonseed products in Houston, Texas, was quiet and steady during the week. Cottonseed oil shows very little activity, and cake and meal are very steady as to value. The following quotations were posted on the 27th ult. by the cottonseed-product department of the Houston Cotton Exchange and Board of Trade: Prime crude oil, loose, 17½ cents; refined butter oil, loose, nominal; prime summer yellow oil, 20 cents; cake and meal f. o. b. mill at interior points, \$14 to \$15.50 per long ton, and cottonseed hulls, \$2.50 to \$3 per ton.

The board of managers of the Joint Traffic Association at New York has made the following rates on cottonseed oil in tank cars released and in carloads: To New York and Philadelphia and common points from Alabama City, Ala., and a number of other towns in that State, 36 cents; from the same points to Boston and Providence, 38 cents; to Baltimore and Washington, 34 cents; from Chattanooga, Tenn., to New York and Philadelphia, 34 cents; to Boston and Providence, 36 cents, and Baltimore and Washington, 32 cents; from Demopolis, Ala., 40, 42 and 38 cents; from Knoxville, 34, 36 and 32 cents; from Mobile, 40, 38 and 37 cents; from New Orleans, 33 cents to New York, Philadelphia, Baltimore, and 36 cents to Boston.

In New Orleans cottonseed oil was reported steady on the 28th ult., with other products quiet and unchanged; prime crude oil in bulk, 18½ cents; prime summer yellow in barrels, 23½ cents; meal, \$17 per short ton; cake for export, \$17.50 to \$18 per long ton. Receivers' prices were quoted as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, \$16.50 to \$16.75 per short ton of 2000 pounds; for export per long ton of 2240 f. o. b., \$18.50 to \$18.75 for current month; oilcake for export, \$18.50 to \$18.75 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels per gallon, 19 to 19½ cents; loose, per gallon, 17½ to 18 cents, according to location of mill; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 23 to 24 cents; cottonseed hulls delivered per 100 pounds, according to location of

mill, 11½ to 20 cents; foots, ½c. to ¾c.; linters, according to style and staple—A, 3½ to 4 cents; B, 3½ to 3¾ cents; C, 3¼ to 3½ cents; ashes, none.

**Iron Markets.**

Cincinnati, Ohio, November 28.

The large and numerous pig-iron orders booked through September and October clearly indicated that many believed in the triumph of the republican presidential candidate and a revival of trade sooner or later. The belief that better times were near at hand spread as the election returns settled the currency question so emphatically for the time being, if not permanently.

Many seemed to entertain the opinion that great activity was to characterize the metal markets at once, and looked for further advances in raw iron, which has kept the market somewhat buoyant through November. The conditions, however, beyond giving financial ease and confidence, and the assurance of a brighter future as to federal revenue and industrial protection, have not changed, and a little time must elapse, before the fruits of the late elections can mature in rich and ripened results. There are no disappointments as to the current volume of business, perhaps, except on the part of those who were too sanguine and expected too much immediately.

The lateness of the season, the close approach of the holidays and the annual stock-taking period preclude the quick development of many plans and projects under consideration, but there prevails a general confidence in a steady, healthy progress toward general prosperity.

Some important orders have been placed the past week, and much work is being figured upon, so that it is reasonable to believe that the business of the remnant of the year will approximate at least the normal.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry...	\$10 75@ \$11 00
Southern coke No. 2 foundry...	10 25@ 10 50
Southern coke No. 3 foundry...	9 75@ 10 00
Southern coke, gray forge...	9 50@ 9 75
Southern coke, mottled...	9 50@ 9 75
Southern coke No. 1 soft...	10 50@ 10 75
Southern coke No. 2 soft...	10 00@ 10 25
Belfont coke No. 1, Lake Sup.	12 00@ 12 50
Belfont coke No. 2, Lake Sup.	11 50@ 12 00
Hanging Rock charcoal No. 1...	15 00@ 16 00
Tennessee charcoal No. 1...	13 00@ 14 00
Jackson Co. silvery No. 1...	13 50@ 14 00
Standard Alabama car-wheel...	14 75@ 15 50
Tennessee car-wheel...	13 50@ 14 50
Lake Sup. car-wheel & mail'e...	14 75@ 15 25

Pittsburg, Pa., November 28.

Business during the past week has been fairly good, with prices well maintained. There has been no stoppage to the slow but steady improvement previously reported. Mills and foundries generally are quietly preparing for the increased work that will come later in the winter and early spring.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama...	@ \$12 00
No. 2 X standard Alabama...	@ 11 50
No. 1 X standard Virginia...	@ 12 00
No. 2 X standard Virginia...	@ 11 50
No. 1 X lake ore iron...	@ 13 50
No. 2 X lake ore iron...	@ 13 00
Lake Superior charcoal...	15 85@ 16 35
Standard Georgia charcoal...	16 25@ 17 00

ROGERS, BROWN & CO.

**Proposed Steel Dry-Dock for New Orleans.**

It has been announced that an endeavor will be made for the organization of a company for the purpose of constructing at New Orleans an immense dry-dock. Mr. Charles Louque, of 315 Carondelet street, New Orleans, is the principal in the proposed enterprise, and he is inviting investigation and co-operation in conducting it to a successful issue. Estimates on the construction of a floating steel dock, as contemplated, have been obtained from English contractors, and they show that about \$339,000 would be necessary for its completion. The dock would have a capacity of 6000 tons.

**PHOSPHATES.****Phosphate Markets.**

Office Manufacturers' Record, Baltimore, Md., December 3.

The movement in the local phosphate market continues of light volume, and manufacturers are not buying in any large quantities. It is expected that the local trade will be very light until after the new year. From points of production the advices show no improvement, especially from South Carolina, where development is limited in character. Prices are nominally steady at \$3 for crude phosphate rock at the mines, \$3.25 for hot-air-dried f. o. b. Ashley river and \$3.45 Charleston city. Florida miners are making some effort to increase the output in certain sections, but the prices remain so low that there is no incentive to quicken the production. Shipments from the ports continue fairly active, and for the month of November were larger than usual. In Tennessee miners are working rather vigorously in the Mt. Pleasant field, but shipments are light. The arrivals in the local market were the schooners Annie C. Grace from Charleston, S. C., with 800 tons of phosphate rock, and the schooner Bertha Walker from St. Helena's Sound with 1200 tons. Among the local charters reported are the schooner Harry B. Ritter from Tampa to Baltimore with phosphate rock, and schooner Fannie Brown from Ashley river to Baltimore. The week closed in New York with trading very light for freights in sail tonnage. The tonnage offerings are generally light, and rates do not show any marked improvement. The following charters were reported for the week: Schooner Adele Bull, 401 tons, New York to Port Royal with phosphate on private terms; a British steamer, 1515 tons, from Tampa to the Continent with phosphate at 22/6, end December; British steamer Turret Court, 1180 tons, from a Southern port to the United Kingdom or Continent with phosphate on private terms, and two schooners, 334 and 422 tons, from Charlotte Harbor to Wilmington, N. C., with phosphate rock at \$1.80.

**Fertilizer Ingredients.**

The general market is quiet, with a moderate inquiry and less demand for the leading ammoniates, while some grades show an easier tendency. The market for nitrate of soda is quiet and steadier, with a limited offering. In regard to the general market Messrs. Thos. H. White, in their circular for November, say: "As indicated in our respects of 1st ult., the first half of the month was signalized by large transactions in tankage contracts for six to twelve months, aggregating 12,000 tons, prices being on the basis of \$14 net to sellers f. o. b. Chicago and \$11 to \$12 f. o. b. Kansas City. The demand was brisk also for higher grade-ammoniates, which advanced to \$1.50 for concentrated and \$1.60 for blood. With a cessation of inquiry the past ten days the tone is easier. Blood has been offered from second hands f. o. b. Chicago at \$1.50 without finding sale. The Southern trade is now fairly well supplied, and the Eastern manufacturers are very reluctant buyers, claiming little need for ammoniates, as their output is largely acid phosphate, and one ton of ammoniates now goes as far as five tons formerly."

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 25 @	—
Nitrate of soda...	2 00 @	—
Blood...	1 80 @	1 80
Hoof meal...	1 65 @	1 70
Azotine (beef)...	1 65 @	1 70
Azotine (pork)...	1 70 @	1 75
Tankage (concentrated)...	1 65 @	1 70
Tankage (9 and 20)...	1 75 @	1 10
Tankage (7 and 30)...	15 00 @	16 00
Fish (dry)...	20 00 @	—
Fish (acid)...	11 00 @	12 00

**Phosphate and Fertilizer Notes.**

The Elmwood phosphate plant is now undergoing repairs, and mining will soon be resumed under the management of the former superintendent, Mr. Leonard. The mine is four miles northwest of Blynton, Fla.

A charter was issued last week to the Immaculate Kaolin Co., of Langley, Aiken county, South Carolina. The capital stock is to be \$50,000, divided into 500 shares of \$100 each. The corporators are J. C. Lamar and George R. Landrum.

The schooner City of Philadelphia, which cleared and sailed from Charleston, S. C., last week with a cargo of phosphate rock, stranded on Saturday night near Little Island Life Saving Station. The vessel was lying easy, but it is feared will be a total loss.

Col. John Molory has chartered the following vessels to load phosphate: Schooner Vanleer Black with 1000 tons and schooner Susan B. Martz with 850 tons, both for Baltimore. He has also chartered the schooner Bertha F. Walker to load 1000 tons for New York.

The question of fertilizer rates is to again come up before the railroad commissioners of South Carolina, when a hearing will be had on December 9. A hearing was given those interested about a month ago, Charleston and Columbia dealers both wanting the rates to the upper country reduced.

The committee appointed last June of the board of agriculture of North Carolina, met at Raleigh last week and recommended that the present rate or charge of twenty-five cents per ton on fertilizers sold in the State should be reduced to twenty cents without material detriment to efficiency of the department.

The schooner Annie Ainslie cleared from Charleston, S. C., for Wilmington, N. C., last week with 472 tons of phosphate rock, and the schooner D. K. Baker for New York with 727 tons. The total shipments of phosphate rock from Charleston since September 1 amount to 22,804 tons domestic and 1200 tons foreign, against 29,903 tons for the corresponding period last year.

A rich deposit of fuller's earth is said to have been discovered recently at Dunedin, Fla., on the property of Mr. L. B. Skinner. The Chesborough Vaseline Co., of New York, through its representative, has secured an option on a portion of the tract, and should the deposit prove of a high grade, the company will begin operations at once. The samples secured show very little sand or other foreign substance.

Preparations are in progress at the agricultural department at Raleigh, N. C., for the new registration of fertilizers and fertilizer material, which begins on December 1. All brands must be registered before they can be legally shipped into the State. Since the 1st of last December the farmers of North Carolina have purchased 151,666 tons of guano, which paid into the treasury about \$37,500, or an income of about 25 per cent.

The following steamships sailed last week from Port Tampa, bound for Stettin, Germany: The Simmside with 4265 tons of phosphate and the Athalie with 2700 tons, from the Buttgenbach mines. The schooner John H. Sothern sailed on the 29th ult. for Baltimore with 1470 tons from the Palmetto Phosphate Co., and bark James W. Elwell for Cartaret, N. J., with 1760 tons from the same company. The Norwegian bark Viking sailed on the 30th ult. for Ghent with 1190 tons of phosphate rock from the Buttgenbach mines, and the schooner Chas. K. Schull for Wilmington with 1205 tons from the Palmetto Phosphate Co.



## MECHANICAL.

### Railway Sewing and Rolling Machine

We illustrate with this, in Fig. No. 1, a railway sewing and rolling machine which has proved to be complete and convenient for handling cotton goods in the clothroom. The cloth is taken from the loom bolt, which is placed in the cradle in front, the pieces are stitched together at the ends and then wound in a large roll behind ready to take to the brushing

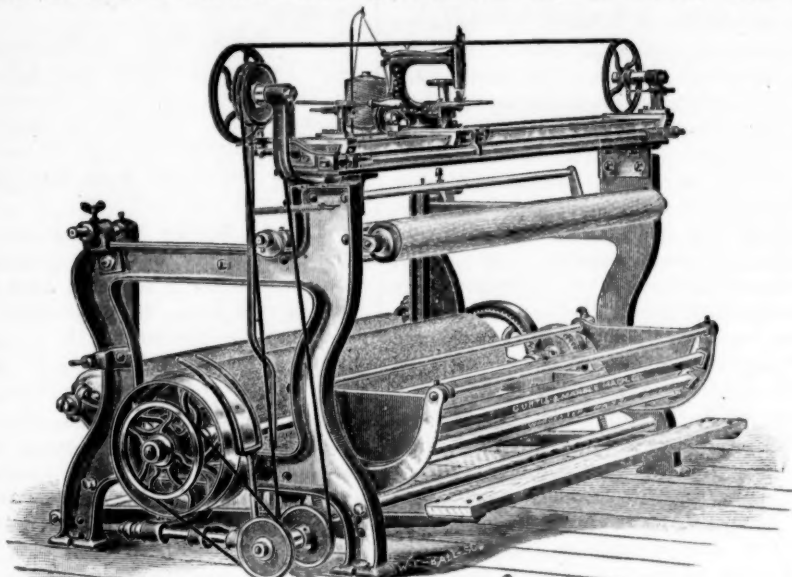


FIG. 1.

or shearing machine. Before being sewed the cloth is drawn out to its full width and held smooth and straight by pins on the machine; the sewing-machine head then travels across it and sews the ends together with a continuous loop stitch, making a perfectly straight and even seam all the way cross. The machine is adjustable for different widths of goods, and the sewing-machine head stops automatically at the end of each seam; a small hand-wheel is then turned and the head drawn back to the starting point ready for the next seam. The operator

day. The sewing-machine head is of approved design, and the entire machine is built in a most thorough manner.

Fig. No. 2 shows the sewing machine mounted on high frames without the cloth cradle or arrangement for rolling up the goods. The stitching mechanism of these machines is the same as referred to above. The sewing machines may also be made to attach to calenders or other machines, or placed on a bench.

Any of the above are built in different widths, as required for any width of

cloth. Further information may be obtained from the builder, Curtis & Marble Machine Co., Worcester, Mass.

### The Broughton Mixer.

In the rapid strides which hard plaster has made in the building world, from the humble dwelling to the expensive public building, great effort has been made to construct machinery that will properly prepare the material.

Two machines are all-important, viz, a sand drier and a mixer. With the Broughton mixer, as manufactured by

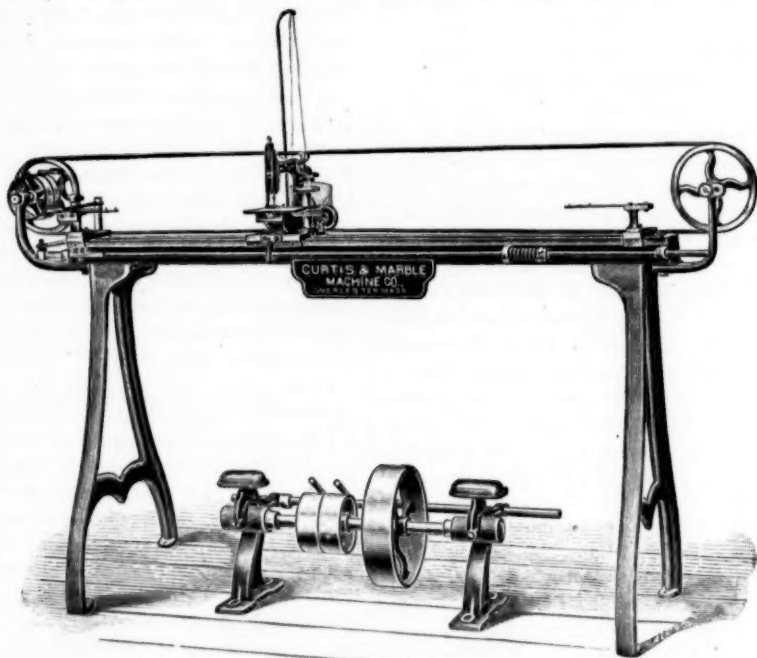


FIG. 2.

starts the rolling arrangement by means of the treadle in front, rolls up the piece already stitched, and then in like manner sews as many pieces together as may be desired. By handling the cloth on rolls in this way, it may be kept clean and free from wrinkles, and left in good shape for brushing, shearing or folding. The sewing may be done close to the ends, causing but little waste in headings, and the stitches are easily drawn out whenever desired. The machine does its work rapidly and conveniently, and will handle a large number of pieces per

William D. Dunning, of Syracuse, N. Y., as shown in the cut herewith, remarkable results have been accomplished.

It has practically three chambers, through which the material continuously passes, whereby no time is lost, in that while one charge is emptied into bags at the bottom, another charge is being mixed, and still another being let into the compartment above. It has a capacity of 600 bags of 130 pounds each per day of ten hours. The centre compartment or cylinder is of steel and iron construction, with two sets of paddles, each working

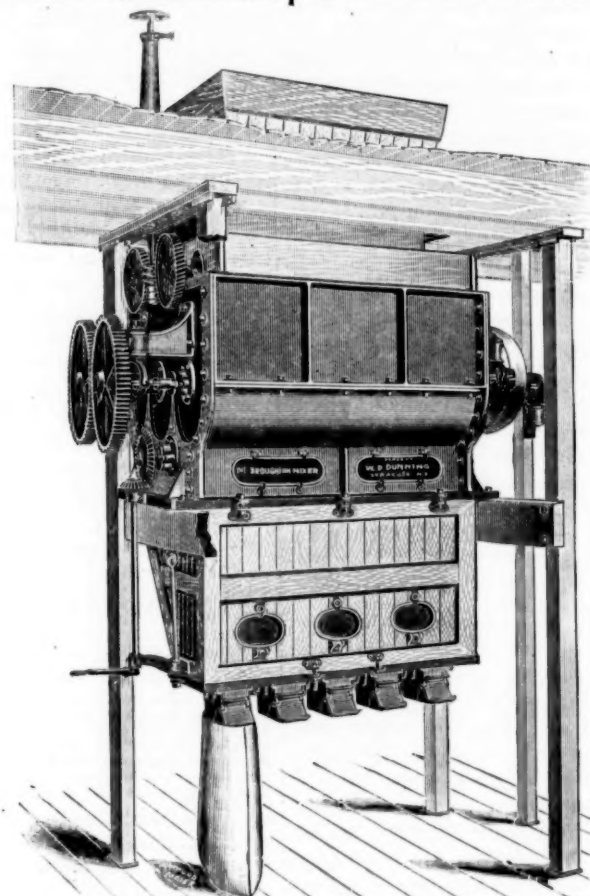
in a separate convexity and throwing the material towards each other, as well as passing it along in contrary directions. This, with a speed of 150 revolutions per minute, is the secret of its thorough mixture. The ingredients of hard plaster are such as to render it very essential that they be perfectly mixed, and especially where hair or fibre is used. The machine is claimed to do it without any question, and is being placed in prominent mixing plants all over the country.

The principle of the Broughton mixer is so effective that it has been adapted to the mixing of fertilizer as prepared by the great packing-houses of the West, as well as for soap powder, which has been so extensively introduced into those large houses. W. D. Dunning, of Syracuse, N. Y., manufacturer of this mixer, has placed a machine in one of the largest packing-houses of the West for each of the latter purposes, indicating an advance in the handling of these dry materials.

All working parts and mixing chamber are made of iron and steel, making the machine solid and durable. The machine

means of a hand-wheel on top, the worm motion making it perfectly easy to operate, and letting the material into mixing chamber gradually so as not to slacken speed of machine. When the material is mixed it is dropped into a lower receiving chamber by means of a link attachment connected with two sliding doors that run on rollers and open directly under the centre of each set of paddles. These doors are accessible through openings in sides of case and can be adjusted by means of screws attached to rollers, so that the doors will always shut perfectly tight. The edge of the doors are ground to a knife edge on an angle and in shear form, thereby cutting fibre or any other light obstruction.

On the shaft attached to lower case, connected with sliding doors, is a double lever, allowing the operator to let the material from the mixing chamber to bags with perfect ease. In front of lower receiving chamber are three cast-iron doors, by means of which chamber is cleaned. At the bottom of lower receiving chamber is a cast-iron bagging ar-



THE BROUGHTON MIXER.

is raised about half-way between floors, leaving space around it for removing material. It has two shafts running horizontally side by side, geared to run in opposite directions; they run through a cast-iron case circling at the bottom, so that the paddles placed on the shaft in a screw form lift the material from the bottom of the case and throws it in opposite directions from one end of the case to the other, thereby keeping it in constant motion and obtaining a perfect mixture.

Where shafts pass through the case, stuffing boxes are provided to prevent any leakage. All bearings run in self-oiling boxes outside of case, so that the material does not come in contact with them, thus rendering them perfectly free and durable.

The receiving chamber passes through the floor above, the upper end forming a hopper to receive material. At the lower end are two cast-iron doors, opening downward, letting material into mixing chamber. These doors are attached to shafts that are geared together; and meshing into these gears is a worm attached to a vertical shaft running through the floor and is operated by

arrangement having five pockets, each provided with a slide gate and an automatic bag holder.

The high speed and construction of paddles renders it a perfect mixer of hair and fibre with plaster.

This mixer is equally adapted for mixing sand, lime, cements, dry paints, etc. It is very durable and easy to operate, and is built under the direct supervision of the inventor, designed with great care and fitted with such exactness that duplicate parts can be furnished at any time.

### Aransas Pass Improvements.

A dispatch from Aransas Pass, Texas, announces that C. P. Goodyear, who has made a contract with the Aransas Harbor & Improvement Co. to deepen the ship channel at Aransas Pass, is about to begin operations. By the plan of Mr. Goodyear, dynamite is used in large quantities, and it is claimed that by the force of this explosive, sand and other obstructions can be removed at much less expense than by the system of dredging now employed. By the terms of Mr. Goodyear's contract, he is to obtain twenty feet of water within a certain time.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

## ALABAMA.

Birmingham—Cotton Mill.—It is now announced that the big cotton mill previously projected by J. N. and David Trainer, of Chester, Pa., will be erected in the near future. A \$600,000 plant is contemplated.

Decatur—Cannery.—J. F. Scott and A. B. Lampkin are organizing a company to establish a cannery.

Florence—Grain Elevator.—Geo. H. Van Wagoner and Harry Mitchell, of London, Ohio, contemplate erecting corn elevators in Florence.

Gadsden—Telephone Plant.—A company is being organized to construct a telephone line to Centre.

Huntsville—Sewer System.—A new city charter now pending in the State assembly will give the city the right to issue bonds for construction of a sewer system.

Montgomery—Water Works.—A bill has been introduced in the legislature to authorize the city to construct water works. Address the mayor for information.

## ARKANSAS.

Conway—Handle Factory, etc.—The Conway Manufacturing Co., noted last week, has bought equipment of machinery for manufacture of handles, wagon materials, etc., and will erect at once building for accommodation of same; R. E. Sevier, manager.

Pike City—Lumber Mills.—Stanley W. Turner, of Lansing, Mich., and R. H. Telford, of Birmingham, Ala., are negotiating for the big lumber mills at Smithton (J. A. Woodson, receiver, Little Rock,) and if they secure the plant will remove it to Pike City.

Pine Bluff—Steam Laundry.—George List and A. S. Knox will equip a steam laundry.

Sherrill—Lumber Plant.—E. P. Ladd will build a cypress band and shingle mill.\*

White Cliff—Cotton Mill.—It is reported that a cotton mill of 10,000 spindles will be established. The White Cliff Chalk & Cement Co. can probably give information.

## FLORIDA.

Bilchton—Phosphate Plant.—The Elmwood Phosphate Co. is overhauling and improving its plant preparatory to resuming operations.

Carrabelle—Water Works.—S. Yent is constructing a water-works system.

Dunedin—Fuller's-earth Mines.—L. B. Skinner has found fuller's-earth deposits on his property, and is negotiating with the Chesebrough Manufacturing Co., of New York, for the development of the deposit.

Jacksonville—Electric-light Plant.—A. T. Parker, H. C. Bullard, A. G. Hamlin, L. Z. Baya, J. H. Norton and C. S. Hammatt have incorporated the Commercial Electric Light & Power Co., with a capital stock of \$25,000. The company controls a plant now in idleness; will be rebuilt and improved, new engines and dynamos, etc., added.

Levy County—Timber Land and Lumber Mills.—Mr. McNair, of Wilmington, N. C., has bought 23,000 acres of timber land in Levy county from Arthur T. Williams. The lands will be developed, saw mills being erected, box factory, etc.

Marianna—Water Supply.—A company is proposed to sink wells for water supply. The mayor can possibly give information.

Pensacola—Gas Plant.—The Pensacola Gas Co. has completed improvements to its plant, made at a cost of \$50,000.

Phoenix—Lumber Plant.—McNair, Wade & Flynn, of North Carolina, have purchased a big tract of timber land near Phoenix and will erect on same a saw mill of 50,000 feet daily capacity, establish turpentine stills, etc.

Sebastian—Drainage System, etc.—W. W. Russell and A. O. Russell, of Cincinnati, Ohio, are making preparations to commence the work of constructing the main canal for their extensive drainage system in Brevard county. The ground to be drained consists of land which the Russells bought during the year. The land consists of 115,000 acres, eighteen miles long, twelve miles wide, and contains high pine, prairie land and cypress timber. The enterprise will cost about \$1,000,000.

Tampa—Cigar Factory.—Ybor & Manrara will resume operations in their cigar factory, employing 500 men.

Williston—Lumber Plant and Timber Lands.—Arthur Williams, of Fernandina, has sold 28,000 acres of timber land near Williston to a syndicate of North Carolina capitalists who will develop. They will erect lumber plant and develop for turpentine.

## GEORGIA.

Augusta—Shirt Factory, etc.—E. W. Harter will establish a factory for shirts, overalls and bonnets.

Augusta—Brewery.—The Augusta Brewing Co. is making improvements to its plant, including addition to refrigerating building, new machinery, etc., that will increase output about 50 per cent.

Blythe—Grist Mill.—W. E. Norrell is erecting a grist mill.

Columbus—Water Works.—The city will vote February 23, 1897, on the proposition of issuing \$200,000 in bonds to construct water works; C. B. Grimes, mayor.

Columbus—Water Works.—The Columbus Water Co. is making improvements to its works; will build new standpipe, etc.

Fitzgerald—Cotton Mill.—The Tribune Soldier Colony Co. is negotiating for the establishment of a cotton mill by Boston parties. A plant to employ 1100 hands will probably be established.

Fitzgerald—Sugar Refinery.—The Tribune Soldier Colony Co. is negotiating for the establishment of a sugar refinery.

Savannah—Telephone Company.—The proposed telephone company, recently referred to, has incorporated as the Savannah Telephone Co., with a capital stock of \$25,000. The incorporators are George W. Owens, J. A. G. Carson, F. F. Jones, John Lyons, John T. Rowland.

Sunnyside—Package Factory.—The Vandyke Manufacturing Co. will rebuild its \$8000 fruit package factory which was destroyed by fire last week.\*

## KENTUCKY.

Catlettsburg—Coal Mines.—James Runyon and John Haney have purchased a tract of several hundred acres of coal and other mineral lands near Catlettsburg and intend to develop same.

Central City—Wire-nail Works.—A company has been formed to establish wire-nail works; will employ fifty men.

Hopkinsville—Flour Mill.—R. H. De Treville is organizing a stock company to erect a 200-barrel flour mill.

Hopkinsville—Flour Mill.—Henry C. Gant, J. E. McPherson and R. H. De Treville are organizing a company to erect a big flour mill.

Lancaster—Water Works.—The city will vote on issuing \$5000 in bonds for water supply by artesian wells. Address the mayor.

Mayfield—Woolen Mill.—The Mayfield Woolen Mills is operating day and night in order to keep up with orders.

Paintsville—Oil Wells and Pipe Line.—The New Domain Oil & Gas Co. will construct a pipe line to Sistersville, W. Va.; has seventeen flowing wells.

## LOUISIANA.

Franklin—Water Works.—The city has voted for an issuance of bonds to pay for construction of water works to cost not more than \$25,000. Address the mayor.

Patterson—Sugar Factory.—F. B. Williams, of Patterson, and William Kyle, of Franklin, contemplate the erection of a central sugar factory.

Shreveport—Cold-storage Plant.—The Shreveport Ice & Refrigerator Co. contemplates the construction of a dry cold-storage plant for accommodation of city merchants.

## MARYLAND.

Baltimore—Subway System.—Nicholas S. Hill, Jr., has completed plans for the extension of the general underground conduit system. A loan of \$1,000,000 has been authorized for this work. Address the mayor.

Baltimore—Refrigerating Plant.—The Kingan Co., 227 South street, has let contract to C. L. Seifert for remodeling building into beef refrigerator.

Ellicott City—Cotton Mill.—It is reported that the Gray Manufacturing Co.'s 3250-spindle mill will be put in operation. Jas. A. Gary, of Baltimore, is mentioned as a probable purchaser.

Hutton—Tannery.—The Enterprise Tannery will resume operations, employing thirty men.

Washington, D. C.—Chewing-gum Factory.—The Peerless Chewing Gum Co. has been incorporated, with a capital stock of \$100,000, to manufacture chewing gum; Beriah Wilkens, president; G. W. Wilson, secretary, and F. C. Herholtz, treasurer.

## MISSISSIPPI.

Aberdeen—Woodworking Factory.—J. F. Brown, A. J. Brown, S. H. Berg and others have incorporated the J. F. Brown Manufacturing Co., with a capital stock privileged at \$50,000, to manufacture vehicle materials, sash, doors, blinds, etc.

Denville—Silver Deposits.—The Southern Silver Mining Co. has been formed and obtained control of the property of W. B. Parrell, of Utica, on which silver deposits have been found. Developments will follow in the near future.

Grenada—Water Works.—Sanders & Porter, of Louisville, are preparing plans for water works for Grenada. Address the mayor.

Jackson—Woodworking Plant.—Burligh & Co. have established a \$10,000 woodworking plant at Jackson.

Vicksburg—Electric-light Plant.—The Vicksburg Electric Light Co. will make improvements to its plant, tripling capacity by addition of new machinery, etc.

## MISSOURI.

Cameron—Mercantile.—L. E. Burr and others have incorporated the Cameron Hardware Co., with a capital stock of \$15,000.

Centralla—Electric-light Plant.—J. K. Fyfer, of Columbia, Mo., has franchise to erect the electric-light plant in Centralla, mentioned last week.

Kansas City—Wire-fence Works.—A. H. Russell, G. W. Byers and J. L. Butterfield, of Kansas City, and F. E. Clegg, of New Orleans, have incorporated the Russell Elastic Fence Co. to manufacture wire fences, etc.; capital stock placed at \$100,000.

St. Louis—Publishing Company.—I. N. Love, W. H. and G. H. Hadley have incor-

porated the Love-Hadley Publishing Co., with a capital stock of \$10,000.

St. Louis—Furnace Company.—W. H. Miller and others have incorporated the Miller Down Draft Furnace Co., with a capital stock of \$50,000.

St. Louis—Elevator Company.—A. L. Shapleigh and others have incorporated the Consolidated Elevator Co., with a capital stock of \$2,000,000.

St. Louis—Mineral Company.—B. J. Klene and others have incorporated the Union Mineral Co., with a capital stock of \$500,000.

St. Louis—Mining.—Wm. A. Lange, Joseph B. Ryan, C. V. Noble and Louis J. Behrens have incorporated the Noble Mining Co., with a capital stock of \$20,000.

## NORTH CAROLINA.

Granite Falls—Cotton Mill.—It is stated that D. Berry has sold a water-power to Henry Mackay, who will develop the power and operate by it a cotton mill which he will erect.

Greensboro—Iron Mine.—The Greensboro Iron & Steel Co. has put 100 men to work at the Ore Hill mine near Greensboro.

McAdenville—Cotton Mill.—It is reported that a 10,000-spindle cotton mill will be built in Gaston county by J. H. McAden, of Charlotte, N. C. Plans are said to be in preparation now.

Mountain Island—Cotton Mill.—The W. J. Hooper Manufacturing Co. will erect a three-story 80x100-foot addition, and put in several hundred seine-twine looms, carders and spinning machinery.

Ramseur—Cotton Gin.—The Columbia Manufacturing Co. will rebuild its burned cotton gin.\*

Roxboro—Lumber Plant.—Long & Carver will rebuild their planing mill, burned last week.\*

Spray—Cotton Mill.—The erection of another cotton mill is talked of. W. R. Walker is mentioned as interested.

## SOUTH CAROLINA.

Charleston—Mercantile.—E. H. Pringle and Walter Pringle have incorporated the Pringle Brothers Co., with a capital stock of \$50,000.

Chesterfield—Telephone System.—G. J. Redfearn, J. A. Welsh, E. N. Redfearn and E. J. Kennedy have incorporated the Chesterfield Telephone & Telegraph Co., with a capital stock of \$500, to establish telephone systems, etc.

Langley—Kaolin Mines.—J. C. Lamar and George R. Landrum have incorporated the Immaculate Kaolin Co., with a capital stock of \$50,000, to develop kaolin mines, etc.

Lockhart—Cotton Mill.—At the recent meeting of the Lockhart Mills' stockholders an increase of capital stock was discussed, but no definite action was taken; John C. Cary, treasurer.

Marion—Cotton Mill.—W. J. Montgomery has sold the Marion Cotton Mill to A. M. Price, of Lincoln, N. C., and T. A. Blythe, of Philadelphia, Pa. The plant contains 2750 spindles, and the new owners will expend about \$15,000 in improving it. Knitting machinery will probably be added.

Rock Hill—Cotton Mill.—The Manchester Cotton Mills will put in more looms.

Rock Hill—Cotton Mill.—The erection of another cotton mill is reported as in contemplation.

Seneca—Cotton Mill.—The proposed cotton mill, previously referred to, will endeavor to organize in the near future. J. F. Schirmer can be addressed.

## TENNESSEE.

Chattanooga—Cotton-gin Works.—P. K. Crowell has invented a portable cotton gin and press and will endeavor to form a stock company to manufacture same. Address care of Chattanooga Car & Foundry Co.

Elizabethton—Telephone Lines.—Wm. C. Allen, Jos. M. Lacy and others have incorporated the Watauga Telephone Co. to construct and operate telephone systems.

Elizabethton—Telephone System.—The Watauga Telephone Co. has been chartered, and will construct a telephone system.

Embreeville—Iron Furnace.—It is said that the Embreeville Freehold, Iron & Land Co. will blow in its furnace in the near future. Mines also are to be reopened.

Gallatin—Woodworking Factory.—It is



proposed to reorganize the Gallatin Manufacturing Co., woodworkers, increasing capital stock to \$25,000 and extending operations. One hundred additional men would be employed.

Jonesboro—Cotton Mill.—The Jonesboro Cotton Mills will resume operations, under the management of Mr. W. C. Kenyon, of Johnson City. The plant contains 4600 spindles, which will be operated day and night.

Rockwood—Iron Furnace.—The Roane Iron Co. informs us that there is no truth that it will build another furnace.

#### TEXAS.

Aransas Pass—Cannery, Ice and Electric-light Plant, etc.—A company has been organized to erect a cannery of 10,000 cans daily capacity, 10-ton ice plant, electric-light plant and soap factory. C. H. Sawyer is promoting the enterprise.

Beaumont—Telephone System.—C. A. Epping, T. E. Spottswood, R. E. Lundy and C. E. Jones have incorporated the East Texas Telephone Co., with a capital stock of \$5000, to establish telephone systems, etc.

Bridgeport—Coal Mine.—The Wise County Coal Co. is preparing to sink another coal shaft.

Corsicana—Tannery.—A company is being formed to establish a tannery, to use a new process.

Dallas—Mercantile.—James Scheudle and others have incorporated the Famous Mercantile Co., with a capital stock of \$10,000.

Hempstead—Electric-light and Water Works.—L. A. Ellis is endeavoring to organize a company to construct water works and electric-light plant.

Houston—Mercantile.—Hyman Brin and others have incorporated the Houston Dry Goods Co., with a capital stock of \$75,000.

Luling—Gold Deposits.—G. C. Dellwezer will endeavor to form company to develop gold deposits, recently found near Luling.

Valley Mills—Water Company.—The Valley Mills Water Co. has been incorporated, with a capital stock of \$7500, by A. A. McNeill and others; purpose, to construct and operate water works.

#### VIRGINIA.

Arvonla—Slate Mill.—J. R. Williams & Co. will erect a new slate mill next summer, as previously determined.\*

Belfield—Box and Flooring Factory.—Pearl, Nields & McCormick will probably rebuild their box and flooring factory, which was burned last week. A plant of 40,000 capacity per day is contemplated.\*

Chilhowie—Flour Mill.—The Chilhowie Lumber Co. will build a flour mill of seventy-five barrels daily capacity, roller process, latest improved equipment; James D. Tate, president.\*

Danville—Publishing Company.—Edw. W. Barrett is organizing a \$20,000 stock company to publish a newspaper.

Norfolk—Peanut Mill, etc.—The American Food & Oil Co., reported last week, has been at work during the last three weeks putting in machinery, and expects to commence operations about January 1; W. E. Weatherby, resident manager.

Norfolk—Cotton-picker Works.—It is reported that the American Cotton Picker Co., of Pittsburg, Pa., will erect at Norfolk a plant for the manufacture of its cotton pickers. The company has a capital stock of \$5,000,000, and a number of Pittsburg capitalists are interested. It is said that the works, if established, will employ 1000 men.

Norfolk—Peanut Company.—The Atlantic Peanut Co. has been incorporated, with a capital stock of \$10,000, for cleaning and otherwise handling peanuts; S. C. Simmons, president; B. H. Vellens, secretary-treasurer, and Thomas F. Miller, manager.

Portsmouth—Machine Shops.—The Seaboard Air Line will shortly make extensive improvements to its shops at Portsmouth, including erection of new building for boiler shops; new machinery has recently been added; Charles B. Royall, master mechanic.

Richmond—Box Factory.—Pohlig Bros. will erect a new building for their box factory; will be a three-story structure.

Suffolk—Woodworking Plant.—Jacques Bros. & Co., of Boston, Mass., have bought the plant of the Suffolk Spring Bed Co., and will remodel same for new uses. The factory will have new machinery added and employ sixty men, making woodwork, house furnishings, moldings, etc.

#### WEST VIRGINIA.

Charleston—Oil Wells, etc.—George O. Chilton and others have incorporated the

Sunnyside Oil Co. to sink oil wells, construct pipe lines, etc.; capital stock placed at \$1,000,000.

Charleston—Shoe Factory.—Lois Jaffe and Nathan Goodman, of Reading, Pa., will establish a shoe factory in Charleston; machinery has been purchased.

Charleston—Furniture Factory.—A charter has been issued to the Ashton Furniture Co., organized by Frank Woodman and others. The parties interested bought the Roy furniture plant for \$50,000, which will be operated.

Elkhorn—Coal Mines.—The Crozer Coal Co. is putting in new machinery, including dynamos, as electricity is largely employed in the mines.

Enterprise—Coal Mines.—The Watsons will open mines at Enterprise.

Fairmont—Coal Mines.—The Coulson Coal & Coke Co. is opening a new mine and expects to employ 250 men.

Keyser—Repair Shops.—The Baltimore & Ohio Railroad Co. (office, Baltimore, Md.) has let contract to J. A. Liller at \$7000 for the erection of a building 80x420 feet, to be used for its new repair shops.

Parkersburg—Telephone Company.—A charter has been issued to the West Virginia Telephone, Telegraph & Transportation Co., with a capital stock of \$200,000.

Piedmont—Coal Mines.—Report says that a company will open 2000 acres of coal lands on Mudlick Run.

Preston County—Coal-land Developments. It is reported that J. M. Guffey, Mellon Bros., E. C. Beardsley and associates, of Pittsburg, Pa., are negotiating for the purchase of 40,000 acres of coal land in Preston county. It is said that about \$400,000 will be paid for the property. Thorough developments, including the erection of coke plants, opening of coal mines, etc., are proposed.

West Virginia—Telephone Company.—J. W. Wolfe, A. F. Denniston, W. H. F. Kelley and others have incorporated the West Virginia Telephone, Telegraph & Transportation Co. with a purpose to construct a telephone line, etc.

#### BURNED.

Baltimore, Md.—Lawrence McCormick's carriage works, near Calverton; loss \$10,000.

Eastland, Texas.—The county courthouse; loss \$65,000.

Eufaula, Ala.—N. K. Stephens's cotton gin; loss \$1500.

Hamilton, Mo.—The county courthouse.

Holly Springs, Miss.—Cotton gin owned by E. E. Rand, of Memphis, Tenn.

Lufkin, Texas.—The Mansion Hotel; loss \$5000.

Perry, La.—Maxwell & Putnam's cotton gin.

Roxboro, N. C.—Long & Carver's saw and planing mills.

Washington, D. C.—Planing mill of Thos. W. Smith; loss \$35,000.

Wedowee, Ala.—The Randolph county courthouse; loss \$10,000.

#### BUILDING NOTES.

Atlanta, Ga.—Courthouse.—Plans by G. Lucke & Stewart for the new courthouse have been accepted.

Atlanta, Ga.—Jail.—Contract for the erection of the new jail has been let to Hazen & Co., of Cincinnati, Ohio, at \$169,661.

Atlanta, Ga.—Technology School.—The legislature will probably appropriate \$25,000 for Georgia School of Technology, \$20,000 to be used in erecting dormitory and \$5000 for equipping electrical, engineering and other departments; Lyman Hall, president.

Augusta, Ga.—William Mercier will erect a big building.

Baltimore, Md.—Dwellings.—G. A. Foreman has made plans for five \$1000 dwellings to be built for Joseph Foreman; P. Kennedy has let contract to J. H. Mills for erection of three two-story dwellings to cost \$12,000; Jacob A. Smith will build four three-story dwellings; Joseph Hampson, Jr., will build thirteen two-story dwellings.

Brunswick, Ga.—Theatre.—A \$10,000 stock company will be organized to build an opera-house.

Dallas, Texas—Dwellings, etc.—J. M. Goss has permit to build \$1000 frame dwelling; S. L. Reinhart to build \$4000 frame dwelling; G. G. Flannery to build \$2500 frame dwelling.

Greensboro, N. C.—Warehouse.—The Odell Hardware Co. will build a warehouse 60x120 feet, four stories high.

Louisville, Ky.—Depots, Sheds, etc.—The

Illinois Central Railroad contemplates the erection of another trainshed, and has planned to extend trackage and switching facilities and build a big freight depot. Land for these purposes is now being negotiated for; office of company, No. 1 Park Row, Chicago, Ill.; S. Fish, president.

Lyons, Ga.—Hotel, etc.—T. J. Coleman will build a hotel; C. J. Rogers & Co. will build a large store.

Macon, Ga.—Dwelling.—W. B. Sparks will build a costly dwelling.

Macon, Ga.—Office Building.—John C. Eads will erect an office building, to have every modern equipment, including heating and ventilating systems, elevators, etc. Plans have been prepared.

New Orleans, La.—Permit to Sisters of De Sales for \$6000 building.

Norfolk, Va.—Tenement House.—Contract has been let to Williamson Bros. by J. T. Bonney for the erection of a 40-room tenement house.

Olivia, Texas—Hotel.—S. E. Cole, of Gonzales, will build a hotel and store building at Olivia.

Pike City, Ark.—Store.—J. R. Cravens will build a store building.

Pike City, Ark.—Courthouse.—A courthouse will be built. Address the town clerk.

Sistersville, W. Va.—Depot, etc.—The Ohio River Railroad Co. (George A. Burt, manager, Parkersburg) will build a freight station and warehouse 100x150 feet, and a depot 30x100 feet.

St. Louis, Mo.—Office Building.—J. C. Van Blarcom, B. F. Edwards and Albert Arnstein have incorporated the Seventh Street Realty Co. to build an office building. The structure will be twenty-two stories high, 70x135 feet, and be constructed after plans by D. H. Burnham & Co.

St. Louis, Mo.—Hotel.—John F. Donovan will improve Lindell Hotel at a cost of \$75,000.

Washington, D. C.—Dwelling.—Herbert Wadsworth will build a costly dwelling.

Water Valley, Miss.—Orphanage.—Contract let to E. T. Willis for erection of \$6000 orphanage.

Wheeling, W. Va.—Business House.—Franzheim, Giesey & Faris have completed plans for a five-story brick business house to be built by J. N. Vance.

White Cliffs, Ark.—Hotel.—An 80-room hotel will be built at once. The White Cliffs Portland Cement & Chalk Co. can give information.

#### RAILROAD CONSTRUCTION.

##### Railways.

Ansted, W. Va.—The company which intends building a line from Deepwater up Loup creek is called the Gauley Mountain Coal Co. The road is to be five miles long. It will be a feeder of the Chesapeake & Ohio. William N. Page is president at Ansted.

Aransas Pass, Texas.—Secretary T. B. Wheeler, of the Aransas Harbor Terminal Railway Co., informs the Manufacturers' Record that the company expects to build six miles of its line during the coming year.

Ashland, Ky.—The Manufacturers' Record is advised that the Chesapeake & Ohio has commenced work on the extension of its Big Sandy division from Whitehouse to Ward City. E. M. Hoadley is assistant engineer at Ashland. The extension is to be about five miles long.

Athens, Tenn.—It is reported that the Nashville, Tellico & Charleston Company is considering the idea of extending its road from Tellico into what is known as the Tellico Mountain District, a distance of about thirty miles. O. M. Brigam is general superintendent.

Atlanta, Ga.—E. A. Richards, general manager of the Tennessee, Georgia & Atlantic Railroad Co., advises the Manufacturers' Record that the company expects to build 250 miles of its road between Augusta and Chattanooga by January 1, 1898. Rails, etc., will be required for the entire line.\*

Baltimore, Md.—The Baltimore & Gunpowder Valley Company, which is promoting an electric line from the eastern city limits to the Little Gunpowder river, has received permission from the authorities to construct the road. Work is to begin at once. Chas. B. McClean, corner of Calvert and German streets, Baltimore, is chief engineer.

Baltimore, Md.—The Baltimore, Middle River & Sparrow's Point Company will receive proposals for building masonry work on its electric line in the eastern suburbs until December 8. Address Charles B. McClean, engineer, 20 South Calvert street.

Cameron, Texas.—The Gulf, Colorado &

Santa Fe will, it is reported, rebuild its line between Cameron and Milano. Geo. Sealy, at Galveston, is vice-president of the road.

Charleston, W. Va.—It is reported that work is to be resumed on the Charleston, Clendennin & Sutton road. The section from Clay Court House to Sutton, W. Va., is to be built. Hon. W. A. MacCorkle, at Charleston, may be addressed, or the Drake & Stratton Co., at Philadelphia.

Chattanooga, Tenn.—The question of building an electric line from Chattanooga to Chickamauga Park has been revived by S. W. Divine and others, and a franchise will be asked to construct the road in Chattanooga.

Chattanooga, Tenn.—The company which is promoting the road to Chickamauga Park has been organized as the Chattanooga Rapid Transit Co., with \$150,000 capital. Samuel W. Divine, John W. Wyatt and James R. Reid, all of Chattanooga, are interested. The road as proposed will be about ten miles long.

Clarksburg, W. Va.—Joseph Fucy has secured the contract for constructing the railway line between Clarksburg and New Martinsville, and, it is reported, will begin work at once. The road is to be forty miles long. T. M. Jackson is interested in the company.

Clarksburg, Tenn.—It is stated that the scheme to build an electric railroad line has been revived, and that a company may be organized to construct it to New Providence, Tenn.

Columbus, Mo.—The Pittsburgh, Weir & Columbus Railroad Co. has been organized to build an electric line from Columbus to Pittsburg, Kans., with \$200,000 capital. The incorporators include Robert Simonds, of West Chester, Pa.; John Randolph and J. M. Leepman, of Pittsburg, Kans.

Crow, W. Va.—J. C. Carpenter, general manager of the Glade Creek & Raleigh Railroad Co., informs the Manufacturers' Record that eleven miles of this line have been completed and that the company will construct six miles additional.

Eddy, N. M.—Receiver E. O. Faulkner, of the Pecos Valley road, confirms the report in the Manufacturers' Record that this road may be extended to a connection with the Gulf, Colorado & Santa Fe system.

El Dorado Springs, Mo.—It is stated that the Midland Construction Co., of Des Moines, Iowa, has secured the contract for building the proposed railroad line from El Dorado Springs to Nevada, Mo. J. M. Perry and John Sherman are directors of the company. H. McPherson, of Booneville, Mo., is also interested. The road will be twenty-two miles long. It is understood that it is to be completed immediately.

Fairmont, W. Va.—Surveys are being made for a line to extend from the Fairmont, Morgantown & Pittsburg into Marion county to intersect coal lands in that section of the State. The road will be about twenty miles long. Arnold Marcus and others, of New York, are reported to be behind the project.

Farmerville, La.—The Union & Northwestern Railway Co. writes the Manufacturers' Record that it expects to build about thirty-one miles of its line within the next year. W. P. Chandler may be addressed.

Fayetteville, Ark.—The proposed railroad line between Fayetteville and Prairie Grove will be thirty miles long, and will be operated, if built, by electric motors. J. A. Griffin is president of the company, and J. W. Lifsey, secretary.

Frederick, Md.—The Hagerstown Railway Co. and the Frederick & Middletown Electric Co. are considering the extensions of these lines to complete a route between Frederick and Hagerstown by way of Funktown. George W. Smith is president of the Frederick Company.

Gaffney, S. C.—It is reported on good authority that arrangements are being made to begin work before January 1 on the proposed branch of the Ohio River & Charleston to Gaffney. Samuel Hunt, of Cincinnati, Ohio, is president of the company.

Greenup, Ky.—The Chesapeake & Ohio is considering the construction of nine miles of side track from Greenup to Russell Station. H. Frazier, at Richmond, is chief engineer.

Gulfport, Miss.—The Gulf & Ship Island has completed a branch four miles long from Gulfport to Handsboro. S. S. Bullis is general manager of the road.

Haylow, Ga.—The road being built by George S. Baxter & Co. is called the Georgia & Florida. It has been completed for a distance of five miles, and is to be seventy-five miles long in all. It will extend from Piddock, Ga., to the Suwannee river.

Horton, W. Va.—The Condon-Lane Boom & Lumber Co. informs the Manufacturers'



Record that it has built six miles of its line during the past year and intends to construct between fifteen and twenty miles during 1897. A. J. Parsons, chief engineer, may be addressed.

Hoxie, Ark.—The Hoxie, Pocahontas & Northern Railroad has been completed between Hoxie and Pocahontas, fifteen miles, and is in operation. Maxwell Coffin, of Little Rock, Ark., is president of the company.

Hub, N. C.—The Butters Lumber Co. has decided to build a five-mile extension to its road during 1897. The company completed twelve miles during the present year. W. H. Butters may be addressed.

Jacksonville, Ala.—J. W. Burke, general manager of the Tredegar Mineral Railway Co., advises the Manufacturers' Record that the company expects to build six miles in addition to the present length of its road, which is four miles. Rolling stock and rails will be needed.\*

Jacksonville, Fla.—The Jacksonville Terminal Railway Co., it is stated, will build forty miles of sidings in its new yards at Jacksonville. Work has begun.

Lauderdale, La.—The Mississippi River & La Fourche road has been completed for five and one-half miles of its length. President R. W. Edwards writes the Manufacturers' Record that the company expects to build thirty-five miles additional during 1897.

Louisville, Ky.—The Illinois Central Company, it is stated, has decided to increase its yard room, and will build additional tracks on property recently purchased in the suburbs. J. S. Wallace, at Chicago, is chief engineer.

Mayfield, Ky.—Mr. B. A. Neale, president of the Cairo, Hopkinsville & Cumberland Gap Railroad Co., advises the Manufacturers' Record that the total length of the road as surveyed is 336½ miles. All communications may be addressed to him.

Mineral Wells, Texas.—President W. A. Squires, of the Gulf & Brazos Valley road, writes that fifteen miles of this line have been graded since January 1, 1896, and that it is expected to build the total mileage, 400, within the next year.\*

Montezuma, N. C.—It is announced that the firm of Carpenter & Wright, of Clifton Forge, Va., has secured the contract to build the Linville River Railroad Co.'s line, thirteen miles long. A. E. Camp, at Montezuma, is general manager of the company.

Montgomery, Ala.—Mobile & Ohio officials have been in Montgomery recently inspecting the property which it is reported has been bought for terminals for the Montgomery, Tuscaloosa & St. Louis, when the latter is constructed. It is understood that the Mobile & Ohio is interested in the new line. J. C. Clarke, of Mobile, is president of the Mobile & Ohio.

Oklahoma City, I. T.—Chief Engineer M. L. Lynch, of the St. Louis & Oklahoma Railroad Co., it is reported, has completed his survey of the extension between Sapulpa and Oklahoma City. The extension will be about 100 miles in length, and connect with the St. Louis & San Francisco system at Sapulpa.

Roanoke, Va.—The report that the Norfolk & Western may have a connection with Atlanta has been revived. It is stated that the Roanoke & Southern may be extended to Monroe, N. C., from Winston-Salem, N. C., its present terminus, and an arrangement made with the Seaboard Air Line to run trains to Atlanta over the latter system from Monroe. (This scheme to build a railroad from Monroe to Winston-Salem was referred to in the Manufacturers' Record a year ago, when surveys were made between these points by parties unknown.—Ed.) J. H. Sands, at Roanoke, is general manager of the Norfolk & Western. The distance is about 100 miles.

Sebastian, Fla.—The railroad constructed from Sebastian to the Cincinnatus Farms, in Brevard county, has been completed. It is ten miles long, and is standard gage. It connects with the Florida East Coast system at Sebastian, and is owned by A. O. and W. W. Russell, of Cincinnati, Ohio.

Sherrill, Ark.—E. P. Ladd will build four miles of standard-gage track into the timber section near Noble Lake. The track will be ready for rails about February 1.\*

Washington, D. C.—It is reported that the company organized to promote the electric line between Washington and Gettysburg by way of Tacoma Park has secured over \$100,000 in subscriptions to its stock. N. Winslow Williams, Fidelity Building, Baltimore, is one of the directors.

Washington, D. C.—It is announced that work is to be resumed on the Columbia & Maryland line in the District of Columbia,

and this part of the road completed as soon as possible. W. Kesley Schoepf is receiver.

Way Cross, Ga.—Work, it is reported, has commenced on the extension of the Way Cross Air Line from Nichols to Douglas, Ga., thirteen miles. Rails enough to lay three miles of track have already been received. B. A. Denmark, at Savannah, is president of the line.

Weatherford, Texas.—Prest. Henry Warren, of the Chicago, Weatherford & Brazos Valley, writes the Manufacturers' Record that the total length of the road is to be thirty-six miles. He states that the company has \$50,000 in cash, the right of way along the route and ground for the terminals in Weatherford and Bridgeport, Texas.

Whiting, Mo.—C. A. Ward, president of the St. Louis Southeastern Railroad Co., informs the Manufacturers' Record that it is expected to build twenty-three miles of this line within the next year, making thirty miles in all. His address is 1117 Chamber of Commerce Building, Chicago, Ill.

#### Street Railways.

Baltimore, Md.—The City Passenger Railway Co. has decided to use the electric system on its Blue line division in Baltimore. Instead of the cable power. Walter L. Franklin is president of the company.

Baltimore, Md.—The Falls Road Railway Co. has decided to construct a branch to West Woodberry, in the northern suburbs. It is also intended to extend the line to connect with the Pikesville, Reisterstown & Emory Grove electric road. George R. Webb, Equitable Building, may be addressed.

Charleston, S. C.—The City Street Railway Co., it is reported, has decided to use electric motors on its lines, which are fourteen miles long in all. J. S. Riggs is president of the company.

Charleston, S. C.—The Enterprise Railroad Co. has decided to use the electric motor system on its lines. T. W. Passallague is president. The company controls thirteen and one-half miles of line.

Kansas City, Mo.—The West Side Street Railway Co., it is reported, is about to begin operations on its electric line. It has deposited a forfeit to insure the completion of the work.

Pensacola, Fla.—The directors of the Pensacola Terminal Railway Co. are considering the idea of using compressed air as a motive power for the road and its proposed extensions. W. H. Bosley, at Baltimore, may be addressed.

Richmond, Va.—The Richmond Traction Co. has decided to extend its electric system along several streets in the city. John S. Williams is president of the company.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Barbed Wire.—Harwood F. Mullikin & Co., Equitable Building, Baltimore, Md., want sample lot of about 10,000 metres barbed wire for shipment to the Argentine Republic.

Boiler and Engine.—Johnson & Bailey, Narrows, Va., want twenty-five horse-power engine and boiler on skids. (See "Saw-mill Plant.")

Boiler and Engine.—The Elkin Manufacturing Co., Elkin, N. C., wants to buy a thirty horse-power engine and forty horse-power boiler, in good condition, at low price.

Boilers.—B. F. Batchelder, Norfolk, Va., wants to buy two fifty horse-power boilers for burning sawdust.

Boilers.—Wanted, two or more seventy-five to 100 horse-power boilers, high pressure, in good condition. Address B 615, Sun Office, Baltimore, Md.

Boilers and Engines.—Pearl, Nields & McCormick, Belfield, Va., will probably want 125 to 150 horse-power engine, two 100 horse-power boilers and small dynamo.

Broom Machinery.—Crews & Westbrook,

Danville, Va., want information on broom manufacturing, estimates on machinery, etc.

Cotton Compress.—The Columbia Manufacturing Co., Ramseur, N. C., wants to buy power press to bale cotton; also to bale waste; also a shutting press.

Dry-kiln.—The Alexandria Cooperage Co., Alexandria, La., wants estimates on dry-kiln of 30,000 feet capacity weekly.

Electric Machinery.—Pearl, Nields & McCormick, Belfield, Va., want to buy small dynamo.

Engine.—The Atlanta Machine Works, Atlanta, Ga., is in the market for a good second-hand Corliss engine, forty to sixty horse-power.

Engine.—The city of Jacksonville, Fla., will appropriate \$3000 for putting in a new boiler at its electric-light works. Address the mayor.

Engineer's Transit.—George C. Thompson, Dublin, Ga., wants to buy or rent an engineer's transit; state make, condition and price.

Fire Apparatus.—Henry Seekatz and others formed fire company at Austin, Texas.

Fire Kindler.—E. P. McCaslin, Scottsborough, Ind., wants to buy a good, cheap "fire kindler."

Flour Mill.—The Chilhowie Lumber Co., Chilhowie, Va., James D. Tate, president, will receive proposals until December 15 for the erection complete of a roller-process flour mill of seventy-five barrels daily capacity.

Gasoline Engine.—A. H. Barrett & Son, Greenwood, Miss., wants a second-hand gasoline engine, fifteen to twenty horse-power.

Jetty Construction.—Proposals will be received until December 28 for construction of brush and stone jetty at Cape Charles City, Va. Address Wm. F. Smith, U. S. agent, Wilmington, Del.

Lumber-mill Machinery.—Long & Carver, Roxboro, N. C., want to buy planers, molders, band saws, jig saws, turning lathes, etc.

Machine Tool.—J. B. Beal, Gastonia, N. C., wants to buy a gear cutter.

Machine Tools.—Jackson G. Smith, Barnesville, Ga., wants to buy a blower of capacity three smith-shop forges, three flexible boring machines, one power drill.

Machine Tools.—Wanted, good second-hand 33-inch-swing lathe, with short head. Address R 114, Sun Office, Baltimore, Md.

Piping, etc.—Long & Carver, Roxboro, N. C., want prices on piping and pipe covering.

Pumping Equipment.—The McMillan Bros. Co., Mobile, Ala., wants to correspond with manufacturers of small pumping outfits, boiler and pump attached.

Pumps, etc.—The Columbia Manufacturing Co., Ramseur, N. C., wants to buy hydrants and pump; hydrants for five-inch hose.

Railway Equipment.—E. P. Ladd, Sherrill, Ark., will be in the market about February 1 for four miles of good relaying rails, 35-pound, steel, and standard-gage locomotive weighing twelve to fifteen tons.

Railway Equipment.—G. S. Baxter & Co., Haylow, Ga., want relaying rails, thirty-five and forty pounds.

Railway Equipment.—The Tennessee, Georgia & Atlanta Railway, E. A. Richards, general manager, Atlanta, Ga., will need equipment entire for 250-mile road.

Railway Equipment.—The Southwestern Arkansas & Indian Territory, J. A. Woodson, receiver, Smithton, Ark., will probably want to buy one mile of 56-pound rails, steel.

Railway Equipment.—The Gulf, Beaumont & Kansas City Railway Co., 12 Pearl street, Boston, Mass., will want to buy early next year some additional rolling stock and about 4000 tons of 56-pound rails.

Road Machine, etc.—Wanted, a good second-hand grubbing plow and road scraper. Give description, price, name of maker and where located. Address W. I. & C. Co., care of Manufacturers' Record.

Roofing.—Long & Carver, Roxboro, N. C., want prices on iron roofing and siding.

Roofing.—Long & Carver, Roxboro, N. C., want to buy roofing.

Safe.—Wanted, a second-hand iron safe with inside room 54x42 inches. Address P. O. Box 920, Baltimore, Md.

Safe.—Wanted, a small iron safe, second-hand. Address C 202, Sun Office, Baltimore, Md.

Saw Mill.—E. P. Ladd, Sherrill, Ark., will want equipment for band mill.

Saw-mill Plant.—Wanted, twenty-five horse-power engine and boiler on skids, No.

3 saw mill, with three simultaneous head-blocks; 56-inch Disston inserted-tooth saw, 7x8 gage, with Knight's patent dogs, etc. Address Johnson & Bailey, Narrows, Va.

Slate Mill.—J. R. Williams & Co., Arvonla, Va., will want machinery for complete slate mill.

Tobacco.—Charles Seileck, Cuthbert, Ga., wants leaf tobacco, binders, fillers and wrappers.

Traction Engine.—Wanted, traction engine, ten or twelve horse-power, centre crank; want the boiler stripped of everything but the engine, with reversing arrangement, and put on skids. Address B. Johnson, agent, Narrows, Va.

Woodworking Machinery.—J. B. Reel, Reelsboro, N. C., wants to buy second-hand lathes for turning dogwood shuttle-blocks, handles, spool-heads, spools, etc.

Woodworking Machinery.—The Vandyke Manufacturing Co., Sunnyside, Ga., will likely need some new woodworking machinery, as it contemplates manufacturing new line of goods.

Woodworking Machinery.—The Alexandria Cooperage Co., Alexandria, La., will buy at once four state jointers, one heading turner, one heading jointer, one planer.

Woodworking Plant.—Pearl, Nields & McCormick, Belfield, Va., will probably want 125 to 150 horse-power engine, new or second-hand, three planers, matchers, resaws, cross-cuts, etc., for floor board and box factory of 40,000 daily; also will probably want two 100 horse-power boilers, shafting, dynamos, etc.

#### TRADE NOTES.

Architect Frank P. Milburn, of Winston, N. C., whose work in designing courthouses, jails and public buildings has attracted favorable attention, will establish an office at Charlotte, N. C., on December 20.

The Henry R. Worthington Co., manufacturer of pumping machinery, has just received word through its London office that the exhibit of Worthington pumps at the Hungarian National Exhibition at Budapest has been awarded a grand millennium medal. This medal is the only award made for pumping machinery at the exhibition.

The Davis & Egan Machine Tool Co., of Cincinnati, reports a great improvement of trade in this country since the election. During the past ten days it has taken some large orders from bicycle factories, electrical manufacturers, brass shops, founders, machinists, paper mills, etc., showing the improvement to be general and not in any particular line.

An important accession to the industries of Beaver Falls, Pa., is the establishment of the Roberts Manufacturing Co. This concern removed from Pittsburg to Beaver Falls. The ever-increasing demand for its well-known line of elevating and conveying machinery, patent link belting, etc., necessitated this change, its old works being too small for the increased business.

An extension of a water-power plant which is just being completed at Columbus, Ga., affords an interesting exhibit of advanced methods and improved machinery. Six 68-inch Samson wheels will be in use when the plant is finished. This work is being done by James Leffel & Co., Springfield, Ohio, who furnished the turbines and all of the transmission machinery.

Cahall-Babcock & Wilcox boilers, manufactured by the Aultman & Taylor Machinery Co., of Mansfield, Ohio, have recently been sold to the following: Nekoosa Paper Co., Nekoosa, Wis., 500 horse-power; Abbeville Mills, Abbeville, S. C., 300 horse-power; Steere Worsted Mills, Providence, R. I., 500 horse-power; Block Plant Electric Light Co., Boston, Mass., 175 horse-power; Willimantic Linen Co., Willimantic, Conn., 750 horse-power; Crystal Ice Co., Allegheny, Pa., 750 horse-power.

Advantages of the Van Duzen steam jet pump should be considered when the selection is desired of an effective and reliable pump that cannot freeze and is not liable to get out of order, yet can be bought at a cheap price. Thousands of these pumps are in use and are warmly endorsed. Messrs. Kinzer & Schaeffer, Blacksburg, Va., say of it: "We are using the No. 7 'L' jet pumps in our coal mines. We use a ten horse-power boiler and raise the water 100 feet. They give entire satisfaction." The E. W. Van Duzen Co., Cincinnati, is the manufacturer.

Among the customers of the Johnson Tool Co., of Wilkesbarre, Pa., is the Union Iron Works, of San Francisco, the celebrated



shipbuilding concern of the Pacific coast. This large concern uses the Johnson self-feeding and self-releasing tube expanders in the construction of marine boilers, and finds it a valuable acquisition for its boiler shops. The Johnson universal expander is believed by users to be the only satisfactory improvement in expanders that has been made in a decade. The Johnson Tool Co. will furnish circulars and prices upon application.

The Detroit (Mich.) railway supply house of M. Mitskun & Co. recently sold to the Chicago Lumbering Co., of Manistique, Mich., 1500 tons of 60-pound steel relaying rails and several other small lots aggregating 500 tons more; also one Baldwin locomotive and thirteen logging cars, standard gage, to Peters & Batchelor for shipment to Panasoffkee, Fla. It is offering for sale thirty-five miles relaying steel rails of all weights and an endless variety of logging locomotives and logging cars of all gages and types. This concern is ready at all times to buy, sell or exchange.

The good points of the Pancoast ventilator, made by the Pancoast Ventilator Co., 316 Philadelphia Bourse, Philadelphia, Pa., are illustrated in the following letter from John Fraser, a well-known Philadelphia architect: "As to the efficiency of the five eight-inch copper ventilators I ordered recently for the 'Chamberlin,' at Old Point Comfort, Va., I have to report that they have proved very satisfactory and have prevented the down draft which occurs at times in some of the chimneys at the hotel, owing, it is thought, to the peculiar atmosphere which prevails at times, which seems to prevent an upward current. The Pancoast ventilators have, however, overcome the difficulty, and I take pleasure in commending them for the uses for which they are recommended by the company."

Recent orders shipped by the National Pipe Bending Co., New Haven, Conn., with the horse-power capacity, are as follows: 125, August O. Bourn, Providence, R. I.; 150, D. Lovejoy & Sons, Lowell, Mass.; 125, Landers, Frary & Clark, New Britain, Conn.; 200, W. C. Baker, Providence, R. I.; 125, Derby Gas Co., Derby, Conn.; 1250, American Electrical Works, Providence, R. I.; 100, Medico-Chirurgical Hospital, Philadelphia, Pa.; 125, Harris Woolen Co., Pawtucket, R. I.; 300, Huey Bros., Framingham, Mass.; 700, Fall River Electric Light Co., Fall River, Mass.; 150, Lawton & Pratt, New Haven, Conn.; 80, New York; 100, H. S. Henderson & Son, Coney Island, N. Y.; 150, Larchmont Electric Light Co., Mamaroneck, N. Y.; 300, Southbridge Gas & Electric Light Co., Southbridge, Mass.; 200, Readville Color Works, Readville, Mass.; 1000, Hyde Park Electric Light Co., Hyde Park, Mass.; 1400, Brockton Street Railway Co., Brockton, Mass.; 300, the Bigelow Co., New Haven, Conn. This company's celebrated feed-water heaters are being shipped to all parts of the United States and to many foreign countries as well.

The following interesting notes from the Morris Heights (New York) works of the Gas Engine & Power Co. and Charles L. Seabury & Co. show the activity in building launches, pleasure craft and other vessels: "The health department of New York city is having a 36-foot cabin naphtha launch built, to be used in New York harbor and vicinity. Mr. A. W. Zabriske is also having a 36-foot cabin naphtha launch built. This boat is to be shipped to Aurora, N. Y., for service on Cayuga lake. The auxiliary cruiser built for Mr. W. Ashby Jones, of Richmond, Va., is nearing completion and will be ready for service in Florida waters within a few weeks. The twin-screw naphtha yacht for the lighthouse department is all planked up and cabin work advancing rapidly. The 40-foot steam launch for Flint, Eddy & Co. will be shipped on Ward Line steamer Yumusi on December 5. The 25-foot launch belonging to Mr. C. P. Huntington has been sold through Gas Engine & Power Co. and C. L. Seabury & Co.'s brokerage department to Mr. C. E. Evans, of Taunton, Mass. Mr. James Gregory's sloop yacht Pastime is at the Morris Heights basin, where she will be laid up for the winter. Mr. E. S. Woodward's new 85-foot steam yacht Raynham, building at Morris Heights, is all in frame and is about ready to plank. The machinery work is well under way, also boiler work under way. She shows a very handsome model, and without a doubt will be one of the finest yachts of her size in these waters when completed. Mr. F. L. M. Masury's new 85-foot steam yacht, building at Morris Heights, is progressing. The steam yacht Ruth, Oswego Y. C., Mr. Swits Conde, left the Morris Heights basin and will proceed to Oswego."

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

### Bought by the Maryland Trust Co.

The recent sale of the 3½ per cent. securities of the city of Baltimore indicates that its bonds and stock are highly regarded as an investment. The amount sold was \$500,000, but the bids aggregated \$6,841,700. The bidders represented firms in New York and Philadelphia, as well as nearly all the principal local investment dealers. The Maryland Trust Co. was successful in getting the entire issue, its offer being considered the most favorable by the city finance commissioners. The price paid was 105.23, including interest, or a premium of \$26,150.

### New Corporations.

E. J. Badinelli, of Wynne, Ark., it is stated, will open a bank at Pike City, Ark.

Business men of Sparta, Tenn., have decided to open a bank, with \$25,000 capital.

The Velasco (Texas) National Bank has decided to open a branch at Angleton, Texas.

The Hays Banking Co. has been formed at Queen City, Mo., with \$220,000 capital, by Frank P. Hays and others.

The Prudential Building and Loan Association has been organized at Baltimore by George W. Hurst, Charles K. Ober and others.

The Gregory Insurance Co. has been organized at St. Louis, with \$10,000 capital, by Harrison I. Gregory, W. C. McGhee and others.

The Dairymen's Town Mutual Insurance Co., with \$10,000 capital, has been formed at St. Louis by H. R. Gregory, K. Jones and others.

The Cleveland Investment Co., of St. Louis, has been incorporated, with \$25,000 capital, by Frank W. Long, W. J. Holbrook and others.

Arrangements are being made to open another bank at Shreveport, La., with \$150,000 or \$200,000 capital. It is stated that parties from out of the city are interested.

The Charlotte National Bank, recently organized at Charlotte, N. C., will begin business in January with \$125,000 capital. Its officers are B. D. Heath, president, and W. H. Twitty, cashier.

### New Securities.

The city council of Atlanta, Ga., has decided to sell \$74,000 worth of refunding bonds.

The school commissioners of Anne Arundel county, Maryland, will receive bids for \$12,000 in 5 per cent. bonds. Address the school board at Annapolis.

The city of New Orleans may issue the sum of \$5,000,000 in bonds to pay for its proposed sewerage system. Mayor Flower is advocating this plan.

### Dividends and Interest.

The Baltimore & Ohio Railroad Co. will pay interest of \$618,750 on indebtedness. This sum is due on December 1.

Interest due on bonds of the New Orleans Brewing Association will be paid by the Metropolitan Bank, of that city.

Interest coupons of the Algiers Water Works Co. will be paid on December 1 by the Louisiana National Bank of New Orleans.

Peter G. Gerhardt, Frank H. Gerhardt and others have organized the Gerhardt Investment Co. at St. Louis, with \$100,000 capital.

The following coupons, due December 1, 1896, are payable by the Mercantile Trust & Deposit Co. of Baltimore: City of Norfolk 5s, Manchester Water Co. first 6s, Seaboard Air Line equipment trust series A 5s, Seaboard Air Line equipment trust B 5s, Monongahela River Railroad Car Trust 6s and Redemption Monongahela River Railroad Car Trust 6s.

### Financial Notes.

G. P. McCorkle has been chosen cashier of the People's National Bank of Americus, Ga.

A neat desk calendar is sent out with the compliments of the Magnolia Metal Co., 74 Cortlandt street, New York city. It has a celluloid face, which, besides displaying the calendar months, also serves as a reminder of the fact that Magnolia anti-friction metal has attained world-wide fame as a standard of perfection.

### Modern Marine Machinery.

Complete outfits in either single or twin screw, side or stern paddle wheel machinery, built by Marine Iron Works, No. 9 Dominick street, Chicago. Catalog free.

### \$1 25 to Washington and Return via Pennsylvania Railroad.

Tickets good going December 5th and 6th, valid for return until 7th, inclusive.

### Pennsylvania Railroad to Issue Clerical Orders.

The Pennsylvania Railroad Co. announces that for 1897 it will issue clerical orders to regularly ordained clergymen in charge of churches located on or near its lines east of Pittsburg and Erie. To secure these orders clergymen should make application to the nearest ticket agent as soon as possible, as it is desired that all applications reach the general office by December 15.

## MASTER COMMISSIONER'S SALE.

# The Electric Railway Company of Savannah.

Notice is hereby given, that in pursuance of a decree of the Circuit Court of the United States for the Southern District of Georgia, Eastern Division, entered on the 20th day of July, 1896, in the suit of H. A. Pevear vs. The Savannah Street Railroad et al.; The Oglethorpe Savings & Trust Co., Trustee, vs. The Electric Railway Co. of Savannah, consolidated cause in equity, I, the subscriber, Master Commissioner thereby designated, will, on TUESDAY, the FIFTH (5th) DAY OF JANUARY, Eighteen Hundred and Ninety-Seven (1897), or the day to which I may adjourn such sale, at TWELVE (12) o'clock noon (Savannah time), on the mortgaged premises, at or near the front entrance of the office of said The Electric Railway Co. of Savannah, on the northeast corner of Gwinnett and Price streets, in the city of Savannah, and State of Georgia, sell at public auction to the highest bidder or bidders, without valuation, appraisal, redemption or extension, all the railroad, premises and property, rights, privileges and franchises, covered by and described in the mortgage of The Electric Railway Co. of Savannah to The Oglethorpe Savings & Trust Co., Trustee, dated January 1, 1895, and by said final decree directed to be sold; a general description whereof is as follows:

All that certain street railroad, situate, lying and being in the County of Chatham, State of Georgia, and in the city of Savannah, now built and in operation, as follows:

1. The Price Street Line: Commencing

on St. Julian street, on the east side of the market, and running east along said street to Johnson Square; thence around the north side of said Square to St. Julian street; thence east along said street to Price street; thence south along Price street to Duffy street; thence west along Duffy street to Cemetery street; thence south on Cemetery street to Anderson street (being the Cemetery Spur), and north along Cemetery street to Roberts street; thence northeasterly along Roberts street to West Broad street; thence north along West Broad street to South Broad street; thence east along South Broad street to Montgomery street; thence north along Montgomery street to St. Julian street; thence east on St. Julian street through the market, including the iron bridge, foundations, wires, etc., to the place of beginning.

2. A line beginning at the corner of Gwinnett and Price streets, in the city of Savannah, running thence along Gwinnett street across the tracks of the Savannah, Florida & Western Railway Co. to Ott street; thence southwardly along Ott street to Lover's Lane or Anderson street.

3. The Belt. Beginning on Bay street, at the corner of East Broad street, and running westwardly along Bay street from East Broad to West Broad, southwardly on West Broad street from Bay to Liberty, eastwardly on Liberty from West Broad to Montgomery, southwardly on Montgomery from Liberty to a point south of the extended limits of the city of Savannah on a line coincident with (or nearly so) the extension of Estill avenue, eastwardly along said line and along Estill avenue from Montgomery street to Habersham street, northwardly along Habersham street from Estill avenue to Gwinnett street, eastwardly along Gwinnett street to East Broad street, northwardly along East Broad street to Bay street, to the point of beginning, including the bridge over the right of way of the Savannah, Florida & Western Railway Co. on Habersham street.

4. Beginning at the intersection of the above belt with Liberty street on East Broad street, and running thence eastwardly along Liberty street to Randolph street, northwardly along Randolph street to President street, westwardly along President street to East Broad street, where it again intersects with the belt at the corner of East Broad and President streets.

5. Beginning at the above belt on the corner of West Broad and Bay streets, and running thence in a westerly direction along Indian street to West Boundary street; thence northwardly along West Boundary street to bridge crossing the Ogeechee Canal at Central Railroad Wharves.

6. Beginning at the belt on the corner of Bay and Barnard streets, and running thence southwardly along Barnard street to Anderson street; thence eastwardly along Anderson street, crossing Habersham street, to East Broad street; thence northwardly on East Broad street to Gwinnett street, where it again joins the belt.

7. Also, all that certain lot, tract or parcel of land situate, lying and being in the City of Savannah, County of Chatham and State of Georgia, known and described as follows: As Lots Numbers One Hundred and Three to One Hundred and Ten, inclusive, in Johnston Ward, City of Savannah, said lots being bounded on north by a lane, east by Ott street, south by Gwinnett street and west by Harmon street.

Together with all and singular, the rights, members, hereditaments and appurtenances to the same belonging or in anywise appertaining, and all the estate, right, title and interest of said The Electric Railway Co. of Savannah in and to the same or any part thereof, at law or in equity, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, that is to say: All of the railroad of said The Electric Railway Co. of Savannah, including double track and turn-outs, constructed along the lines above described, including the right of way, roadbed, superstructures, bolts, wires, poles, insulators, iron, rails, ties, splices, chairs, nuts and spikes; all the land and depot grounds, station-houses and depots, viaducts and bridges, timber, materials and property purchased or built for the construction, equipment or operation of said lines; all machine shops, implements, tools and personal property used thereon or upon, or along the line of said road, or at its stations; all engines, dynamos and



If any bid shall be accepted by the Court, and the person making the same

J. G. H. MILLER,  
ELKTON, VA.



